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27 JANUARY 1956

MONTE CARLO RALLY - FULL REPORT

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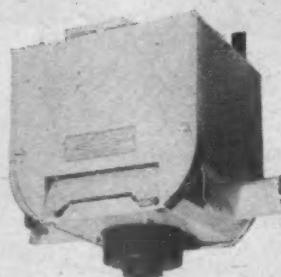
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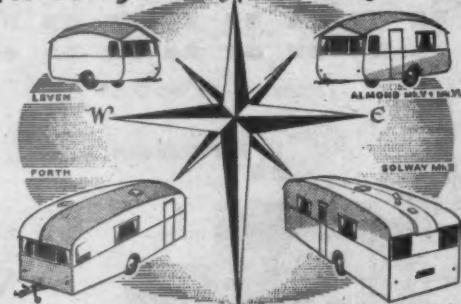
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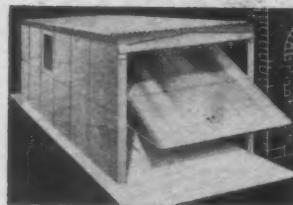
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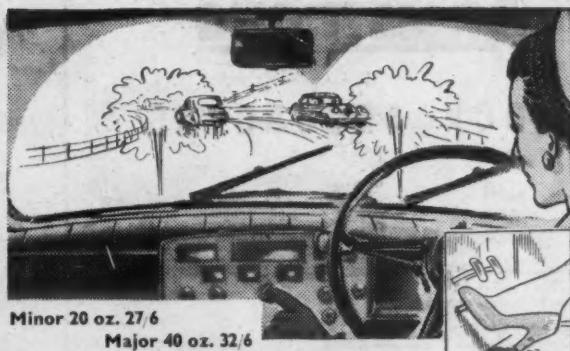
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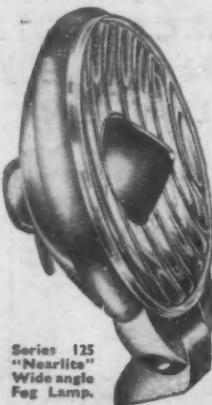
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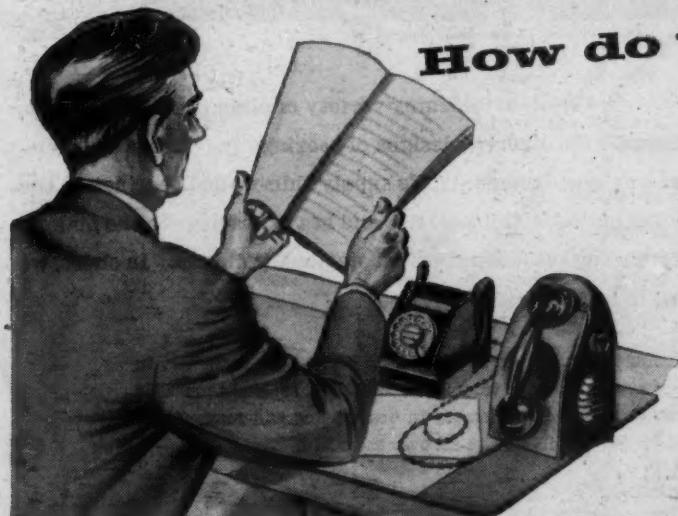
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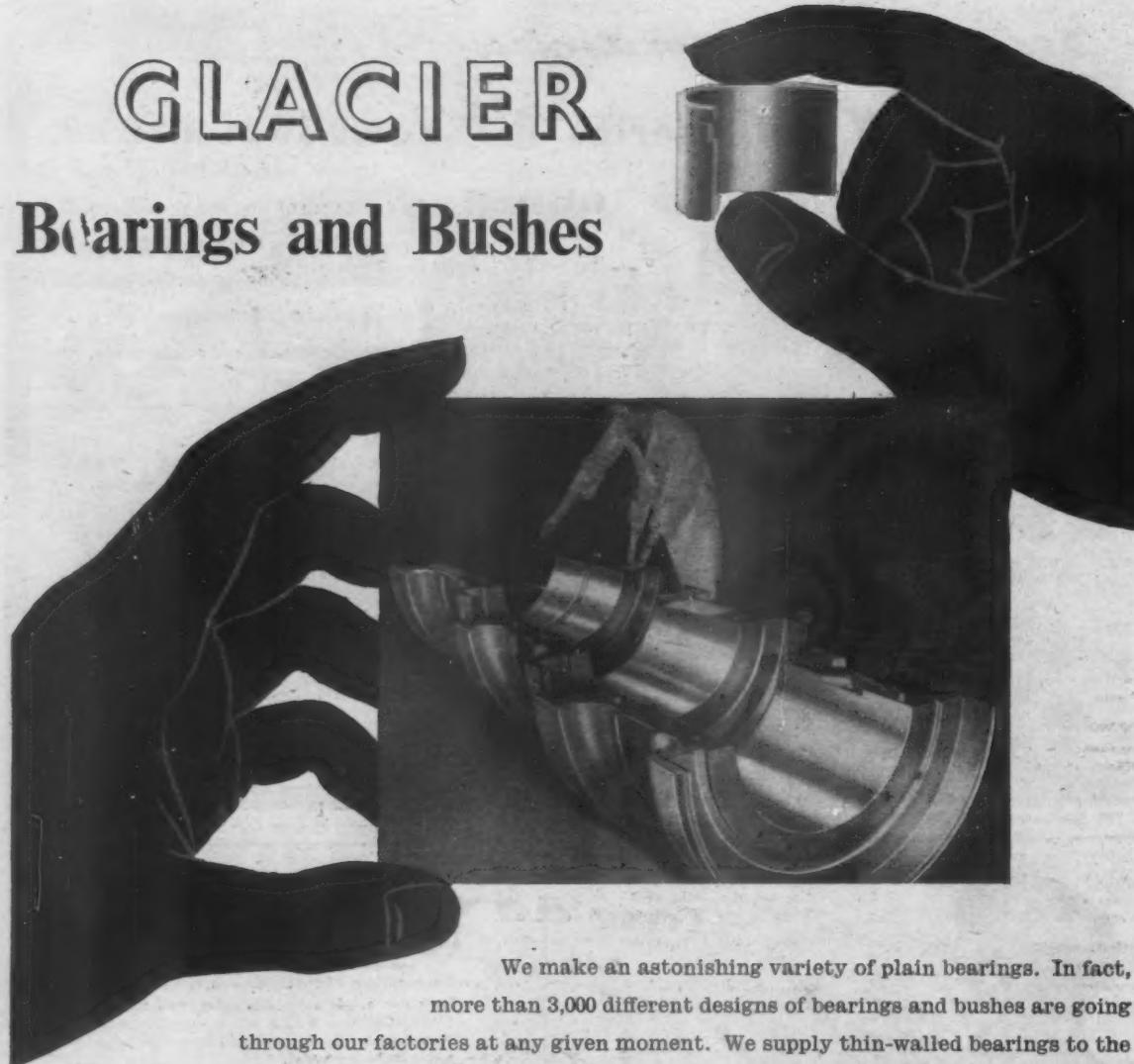
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# The Autocar

FOUNDED 1895

No. 3139

Friday, 27 January 1956

Vol. 104

## Technological Shortage

**B**RITAIN'S shortage of trained engineers was emphasized afresh last week when the Prime Minister announced that the Government is determined to make a big advance in the sphere of technical education and will shortly issue a White Paper on their proposals. This need was also referred to by Sir Winston Churchill when he drew attention to the increase in scientific and technological education which has taken place in the U.S.S.R. during the last ten years. It is interesting, too, that in the rebuilding of the German economy, priority was given to the establishment of technical colleges, and that manufacturers co-operated with the Government to provide the most up-to-date equipment for their engineering laboratories.

If the expanding motor industry is to continue to play a leading part in this country's economy there will be a greater need for qualified engineers. This has been recognized by the British Motor Corporation in appointing one of our leading technical educationalists as their director of education and training.

In the post-war era there has been an increased recognition of the importance of sound basic training and there are now many firms operating excellent apprenticeship schemes. These are combined with part-time academic training which enables degree standards to be reached. Unfortunately there is a very large void to be filled. During the late 'twenties and 'thirties many of our automobile firms did not operate such training schemes. On top of this came the war years which necessarily curtailed technical education with the result that there is a gap of almost twenty years to be filled.

The motor industry was founded by a generation of practical men, whose training and innate skill were invaluable at its birth. There is sometimes a suspicion that there is still an insufficient awareness of the need for engineer-scientists if Britain is to maintain a competitive position in the expanding world markets.

Although there is a continued and growing need for the pure scientist, the greatest requirement of industry is for a high proportion of professionally trained engineers with practical experience. The new academic "sandwich" courses which are being supported by industry seem to meet the requirements. This integration of the academic and practical can be extended, but it must be speeded up and broadened in its scope if industry is not to be starved of technical leaders in the future.

## A Question of Space

**T**HE past year has been notable for public recognition that congestion is a real threat to the present-day economy, and the situation has been brought about by popular press publicity, as well as by the enormous increase in car registrations. The owner, naturally enough, wants to use this personal form of transport for the convenience of travelling to and from his place of work, thus creating one of the biggest problems of all: parking.

There are two kinds of parker to be accommodated, and for those who stay all day the authorities have talked about multi-storey garages (seen in many overseas cities) and underground parks, although little has yet been done. A start on the Edinburgh project has been put off, and the Ministry of Transport has decided not to back the London square schemes. One interesting development is that the London County Council will not allow business buildings to go up in their area unless garage accommodation is provided.

For the second category, the short-term parker, there will be metered lots, if the Road Traffic Bill now before Parliament becomes law. There are various objections to the parking meter, chiefly on the grounds of the difficulty of enforcement, and because the division of the highway into fixed lots for a single car, whether it be large or small, will actually decrease the space available.

But if parking became easy, would more drivers be tempted to come in by car? The approach roads to the city are already crowded, and saturation point could easily be reached. So the difficulty is not only one of insufficient parking room, but also of inadequate roads. The Minister would do well to remember that the problem is a two-fold one. And something must be done soon.

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## The Cost of a Car in 1938 and 1955

By MICHAEL PAYNE

### THE DWINDLING POUND . . .

Value in 1938	1952	1953	1954	6.12.55	13.12.55	20.12.55	28.12.55
100	42	42	41	39	39	39	38

THE recent rise in new car prices brought to an end a period of steady prices which started after the reductions of October, 1953. This provided an opportunity to compare the customer's outlay for a new car a few months ago with the outlay necessary in the last "equilibrium" pre-war year, 1938, and so to arrive at some idea of how 1955 value compares with 1938.

The first operation was to find a unit common to both periods in which money costs could be expressed. If we except gamblers and similar financial opportunists, an individual's spending money is the product of time and applied know-how, so that realistic comparisons are possible using the amounts of working time that people in similar working situations in 1938 and 1955 have to exchange for corresponding vehicles, then and now. To eliminate the problem of changing living standards, manufacturing techniques and so on, corresponding vehicles must be distinguished functionally, i.e., comparison must be made between those put on the market to serve, as near as possible, the same purpose for the same group of people.

These two considerations limit realistic comparisons to those between current mass-produced vehicles costing not more than about £700 including tax before the recent increases, and their 1938 counterparts. The majority of new vehicles costing more than this go on to the capital account of business enterprises, and their real cost to the buyer becomes somewhat vague, and in any case is not measurable by the "working time" method. Also, there are very few reliable figures of earnings in the higher income occupations now or before the war.

In the lower price range designed to appeal to, among others, the better-paid industrial worker, comparisons are possible on the basis of Ministry of Labour figures of earn-

ings in different occupational groups. These figures are averages for all workers within any named group, and are available for the last week in October, 1938, and have recently been published for the last week in April, 1955. They are total earnings, including overtime and other supplementary payments and not simply plain-time wages.

If we divide the price of a car by a man's average weekly earnings, this will give the cost of the car expressed in weeks of working time. In October, 1938, the cheapest saloon version of the Austin Seven Ruby cost £122; the cheapest A.30 last April cost £475 14s 2d, including tax. Both cars were the second cheapest saloon on the market. In October, 1938, the average weekly earnings of hourly paid men over 21 in the large number of manufacturing and allied industries covered by the Ministry survey was 69s. A similar figure for April, 1955, was 217s 5d (the current surveys are slightly broader than pre-war). Thus the Ruby cost the 1938 average worker 35.36 weeks' work, and the A.30 cost the 1955 average worker 43.76 weeks' work, or 23.8 per cent longer.

### Basic Costs Are Lower

Among the best-paid workers in 1938, and thus most likely to own small new cars, were those in vehicle, cycle and aircraft manufacturing (including components), adult men averaging 83s 1d per week, or 29.4 weeks' work for a Ruby; in the top position last April at 262s 10d per week, it took them 36.2 weeks to earn an A.30, or 23.1 per cent longer. Even cement workers, who show the greatest proportionate increase in a rise from 67s 1d to 259s 4d, have to work 2.4 per cent longer, and London bus drivers, way out on top pre-war at about 94s, with their earnings only about

doubled at 190s have to work 93 per cent longer.

It is interesting to compare similar percentage increases which have been worked out for other current cars having reasonably close pre-war equivalents, using vehicle, cycle and aircraft workers' earnings as a base. This is appropriate; besides being among the best paid in both periods and thus most likely to own small new cars, these industries are weighty in the economy, prosperous and strongly unionized, and wages have moved along well with the general increase in the country's prosperity.

### In Pairs

Comparisons are between cheapest saloon models, except that the four-door 1938 Ford Prefect is put against the current version. The respective costs are—Morris Minor over Series E Eight, 30.6 per cent longer, Hillman Minx 25.6 per cent, Austin Seven 23.1 per cent, Standard Eight 17.9 per cent, Ford Prefect 16.1 per cent and Ford Popular over Ford Eight 7.3 per cent.

Let us now omit from our calculations purchase tax, which did not exist in 1938, and compare the price in October of that year with last April's basic price. If we accept vehicle and aircraft workers' earnings as a rough index of earnings movements in the country, then this will produce a more realistic guide to the economic achievement in the small car field during eleven peace-time years. The resultant figures are *reductions* in working time, not increases: Morris Minor 8 per cent, Hillman Minx 11.5 per cent, Austin Seven 13.3 per cent, Standard Eight 17 per cent, Ford Prefect 18.2 per cent and Ford Popular 24.5 per cent.

The point that stands out clearly is the increasing relative cheapness of Fords, although, of course, the Popular is not a new model and must have paid for itself many times over, and so can be sold for an uncommonly low figure not strictly comparable with the price of new designs.

The big drop for the Standard may seem surprising at first glance, for this firm's facilities are nothing like as vast as Ford's, but if we recall the £20 jump in basic price of the Standard last June, plus another £10 to £369 just before the Show, we may surmise that the original price was short-term policy and unrealistic considering long-term resources, so that the intermediate price of £359 better represents the "equilibrium" comparable with other makers' prices. On this basis, the basic price is down 12.1 per cent from 1938 and the total price up 24.8 per cent, a position very close to that of the A.30 and Minx.

However, conclusions to the effect that, since 1938, the small Morris has become a dear car compared with the small Austin, which has itself become dear compared with the Fords, cannot be drawn directly from the preceding figures, for to do so would be to assume that all the current versions show the same proportionate technical advance since 1938, and that the relative nature and quality of each model have not changed, so that they all now occupy the same relative position in the informed buyer's eye as pre-war.

### Cost Per Hundredweight

There is no simple yardstick for measuring technical progress and changing quality, but the "robustness" aspect of quality is not unconnected with the weight of metal in the car for its overall size; the working-time figures gain in significance if looked at in the light of weight changes in terms of changing cost per cwt of vehicle, for simplicity using the basic cost figures only. The weights used are unladen kerb weights to the nearest quarter-hundredweight, but unfortunately include the petrol tank about two-thirds full: this being true of all the examples the effect will be to cancel out the slight error, and the comparison figures are sufficiently accurate for the present purpose, though they are not precise.

The Morris is unchanged at 15.5 cwt, so that last April cost per cwt was down 8 per cent, the same as basic cost. The working time of 28.4 weeks to earn the basic cost of the current vehicle works out at 1.83 weeks per cwt. The weights of the other vehicles have changed since 1938. At 14 cwt there is 1.25 cwt more Austin, at 19 cwt half-a-hundredweight more Minx, but at 15.75 cwt three-quarters

of a hundredweight less Ford Prefect, and at 13.5 cwt there is 1.75 cwt less Standard Eight.

Basic cost per cwt of Austin Seven has dropped 21 per cent to 1.82 weeks, of Hillman Minx 13.8 per cent to 1.83 weeks, of Ford Prefect 14.3 per cent to 1.90 weeks and of Standard Eight 6.3 per cent to 1.91 weeks. Using the later Standard price, the drop is 0.7 per cent to 2.02 weeks per cwt. The Ford Popular has dropped most, 23.2 per cent to 1.44 weeks, which is what one would expect.

What can we glean from all this? First, that these six small cars are all dearer in terms of working time than their pre-war equivalents, but that this is owing to purchase tax; all are down on basic cost and five of them by a considerable percentage, the Fords showing the greatest drop.

Secondly, if we accept weight as being an important factor in quality among mass-produced cars of similar overall size, we can say that basic cost per cwt has dropped considerably on three out of five new designs and noticeably on the other two (using the lower price for the Standard). On all five, basic cost per cwt last April was virtually the same—1.82 to 1.91 weeks' work—the difference of less than 0.1 of a working week (half a day) adding up to only seven working days on a 14 cwt car, which indicates the similarity of mass-production techniques, costs and consequences.

### Running Expenses

There is, of course, another factor relevant to the comparisons—relative technical progress displayed in the designs (from b.m.e.p. to boot size)—but this is best left to free argument.

It is worth while taking a similar, but much briefer, look at running costs, considering only the two Austin models, which are perhaps the most closely comparable of the twelve examples, although any of the other five pairs would probably give similar figures.

It is necessary to make a number of assumptions—to consider the first year of the car's life over an assumed ten thousand miles, thus eliminating the complication of replacements, using top grade petrol at London prices at consumption rates taken from reputable contemporary road tests; insurance is fully comprehensive non-business without no-claims bonus at London rates; the pre-war service charges are guess-estimates, and in both cases are for the recommended essential services only, without washing and the like. Oil is not multi-grade.

The Ruby works out as follows:

	£	s	d
Tax .....	6	0	0
Insurance .....	13	10	0
Petrol, 1s 7d per gallon at 38 m.p.g. ....	21	0	0
Oil, 5 sump changes totalling 20 pints .....	1	0	0
Gear box, axle .....	0	5	0
Service charges .....	3	15	0
Suburban garage at 7s 6d per week .....	19	10	0
	65	0	0

Similarly for the A.30:

	£	s	d
Tax .....	12	10	0
Insurance .....	19	4	0
Petrol, 4s 6d per gallon at 43.5 m.p.g. ....	51	15	0
Oil, 5 sump changes totalling 25 pints .....	0	15	0
Gear box, axle .....	0	15	0
Service charges at official rates .....	9	14	0
Suburban garage at 15s per week .....	39	0	0
	134	13	0

The cash cost has slightly more than doubled, but vehicle workers' working time has dropped by 34.5 per cent from 15.6 weeks to 10.2, in spite of the heavy increase in petrol prices. And it must be remembered that depreciation on the Ruby would have been around £40 during the year, against around £20 on the A.30. If depreciation is counted as a running cost, the drop is 53.4 per cent, from 25.3 weeks to 11.8.

This reduction in time to earn the running cost is a prime reason why people run small cars today who could not have dreamed of it in 1938. The other reasons can be summed up as welfare state, prosperity, security, football pools and a car on the books of the employing firm.



The position and the setting of the Antiblenda anti-dazzle lamp: an artist has put in the beam brightly, to show its shape

smooth shave when borrowed. It was not noisy, and was very easy to clean. Zip-fastening case, razor, battery box with mirror (but no batteries) cost £10 5s. The Philishave is made in Holland, and imported by Philips Electrical, Ltd., Century House, Shaftesbury Avenue, London, W.C.2.

### Winking Bulb

A FESTOON bulb with a "winking" action, for fitting in existing Trafficator arms, is being made in Holland, and is imported by the Martin Agency, 43, London Road, Kingston-on-Thames, Surrey. It costs 5s. Its action for intermittent light is based on a little thermistor strip. When switched on, the bulb gives steady light for about 3sec, and then starts winking.

### Anti-dazzle Light

A GERMAN invention for reducing dazzle at night is being marketed by Walters and Dobson, Ltd., Bailey Street, Sheffield, Yorkshire. It is a green lamp with fully adjustable mountings, and with

others do not. Each party has "boffins" on its side.

So the effects of the device under review are likely, in the same way, to relate to individuals. It is no mere "gimmick," certainly, but a serious and sensible device. At one time, a car manufacturer recommended leaving on the ordinary roof light at night. That was the same idea.

The price of the Antiblenda is £3 5s 6d.

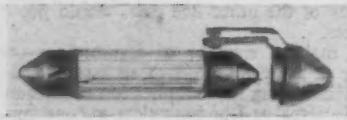
### Locker Lid Rust

RUST often develops around luggage and tyre locker lids when sponge rubber is used as sealing strip. For such rubber holds water, and can remain moist when the surface of the car has dried.

There is a better kind, called Rubazote. Each cell in the foam is not in communication with the others, so the material is not absorbent. It is highly weather-resistant, and it has a smooth, continuous surface. *The Autocar* has observed the material in marine use, remaining in good condition for years in a day-and-night outdoors position.

The makers are the Expanded Rubber Co., Ltd., 675, Mitcham Road, Croydon,

## ACCESSORIES



A winking bulb for Trafficators

### Sharing on the Wing

THERE is now a battery-driven model of the Philishave razor. It can be used either with its own torch batteries—which are claimed to work the razor for over three hours; or it can be plugged into a socket in place of some cigarette lighters, by means of a 6v and 12v adaptor, and run off a car battery. This adaptor costs 10s 2d. Cars with 6v systems, however, can use a simple fascia socket (3s 6d).

The razor itself has a head with twin rotary cutters, and one that had been in service some time gave the reviewer a

a body that is well made and plated: a device of good quality. Mounting is behind the driver, on a door pillar, and shining forward. The theory behind the device is rather startling to laymen. It is this:—

Eyes dilate, wide open, when driving by headlamps, which are a mere fraction of daytime brightness. The sudden bright light of oncoming headlamps catches the eyes wide open, and ultra-sensitive. Now, the soft green light under review is claimed to accustom the eyes to more light, without lessening their ability to see by their own headlamps; so that when another car comes along, they are less vulnerable.

A tenable theory, for eyes see best on bright sunny days, when the perceived object reflects but a thousandth of the flood of light reaching the eyes from ground and sky. In no matter do people vary more than they do in vision. Some like and benefit very much from yellow night driving glasses, for instance, and

Surrey. Useful strips are G6 (4in half-round, 1s 6d a six-foot length); G7 (similar, but  $\frac{1}{2}$ in and costing 1s 10d); G12 ( $\frac{1}{2}$ in round with a  $\frac{1}{2}$ in flange, 3s 4d a length); and G14 (channel  $\frac{1}{2}$ in wide with a  $\frac{3}{16}$ in groove, for glazing, 2s 6d a length). There are other examples, some with fabric backing, and also sheets.

### Sports Gloves

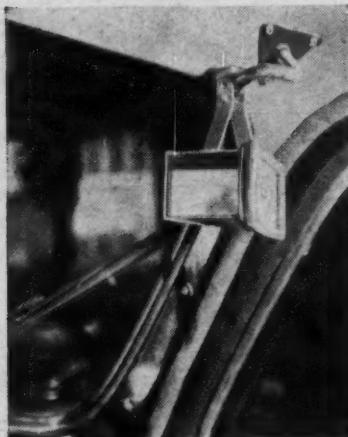
STRING backs are the usual thing for sporting drivers who want leather palms and a cool backing with them. A rival sort of cutaway glove is to be introduced by Dent, Allcroft and Co., Ltd., 18-19, Stratford Place, Oxford Street, London, W.1. The illustration shows the design. There are perforations in fingers and palms, the wrist strap is adjustable, and the leather is soft sheepskin, finished to a hogskin appearance.

These Reg Parnell driving gloves, as they are called, cost £1 9s 6d.



Driving gloves with perforations and open backs, and the Philishave razor. On the left is the battery case. The adaptor is in the foreground





This Swedish periscope-mirror is for drivers on the wrong side of the car. Right: A Dutch device for projecting headlamp beams sideways, and its effect at night



### Continental Gadgets

A DUTCH firm is to introduce a device which collects light from the headlamps and projects it sideways, making it possible to see signposts, very sharp turnings, house names and other objects so often out of range of the normal headlamp beam. It is, in effect, a swivelling mirror controlled by a cable. When not in use it lies edgewise to the direction of progress. In parking places, it gets some protection from a curved guard bar.

Sweden drives on the left; she naturally has many of the usual left-hand-drive Continental cars, and so many Swedes have the same problem as the Briton abroad with his car. A mirror device called the Periscop has been introduced. The name, of course, describes the principle. It gives the driver—who is sitting on the wrong side—a useful view of oncoming traffic without pulling out too far from behind the vehicle he is following.

### Batley Roofs

THERE is a new design of roof for the various Batley domestic garages. These are garages made in concrete sections, which can easily be assembled and erected by an owner, with the help of a friend or neighbour.

The roof is asbestos. The sheets are ribbed, to make them stronger and less plain when seen from the house. Their ends are turned down at the eaves, for extra weather protection. What builders call "barge boards" on the front and rear beams increase protection and improve appearance. The Batley does, indeed, look better with this new roof.

The makers are Ernest Batley, Ltd., Holbrooks, Coventry.

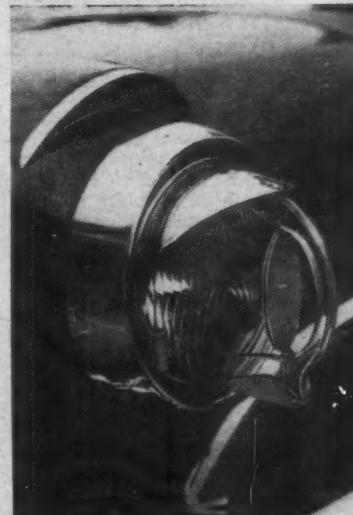
### Engine Cleaning

A NEW engine cleaner called Jizer Soluble Solvent has been introduced at 2s 6d a tin by Deb Chemical Proprietaries, Ltd., Forfar Works, Belper, Derbyshire. As the odd-but accurate name implies, it dissolves oil and grease deposits, and is itself then removable with water from a hose.

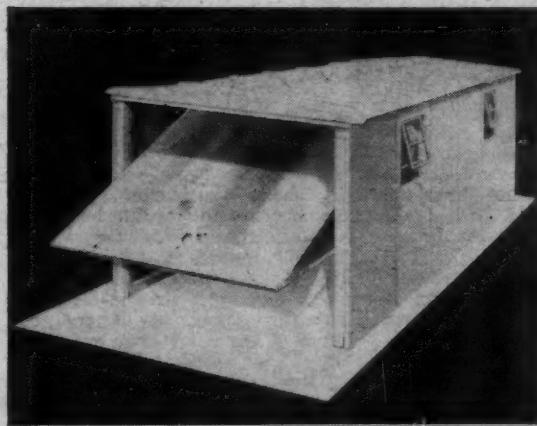
Tested, it was found to be a quick and thorough means of cleaning an engine. It was used with a stiff engine brush.

### Working Gloves

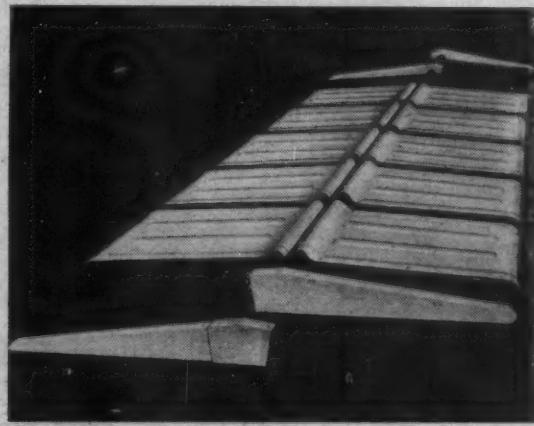
THE old style of rubber gloves was rather baggy and clumsy. Modern ones are far better. The London Suregrip design introduced by The London Rubber Co., Ltd., Hall Lane, Chingford, London, E.4, seems to have good features. The



fingers are slightly curved and well-shaped, and the palms are not baggy. The outside has a rough, ridged pattern, and the inside has a "suede" finish, so that the gloves are not clammy to wear. The rubber seems very tough and not easily torn or cut. It saves the hands from burns in a careless contact with a hot manifold. The price is 4s 3½d a pair.



A builder's drawing of the new Batley garage roof, and its asbestos sections



## Disconnected Jottings

BY THE SCRIBE  
Barry Appleby drawings



Handling Qualities

### Motion Study

THE importance of aerodynamics in aeronautical engineering is, of course, paramount, and it is encouraging to find that the motion of a car is being studied by workers used to research into plane behaviour. To be exact, it is the Cornell Aeronautical laboratory in America, which is carrying out tests for General Motors with a Buick, in an effort to improve handling qualities.

### Series S

I LIKE the Series S Bentley because it represents the utmost that automobile engineers can do in providing superlative travel in the light of contemporary knowledge. I use the word "travel" as opposed to "motoring" because I do not find that the two coincide in my mind. It seems to me that the Bentley is moving back again towards chauffeur-driven motoring, and that is not for me—yet. Let me explain.

The automatic transmission removes all necessity for concern with gear ratios; it is true that the facilities are provided for fiddlers and for emergency, but it is absurd not to take full advantage of these automatic transmissions. You move the Bentley selector from N into position 4 and the rest is throttle and steering, each silky, light to the touch, serenity-promoting; the car sweeps along at anything from nought to a hundred miles an hour (so I am assured; I saw 90 plus) in a silence that, even for the products of Crewe, is remarkable. I drove with a colleague whose voice is no stronger than mine—in fact, we are reduced to a croak very quickly if forced to converse for any length of time in raised tones—and we were therefore very impressed indeed by the ease of conversation in the interior. Very shortly I forgot all about the conscious side of driving and had to recall it with an effort even after I continued my journey alone.

So much is this express travel with,

as it were, an invisible engine driver, that it is necessary to remember that the laws of nature prevent one from taking corners with undiminished speed. Bentleys are deceptive; for quite a long time after taking one over the wise driver will keep an eye on the speedometer. That easy fifty is only too often seventy, though the brakes will take care of such misapprehensions.



Comfortable

### In and Out

MY garage entry is a right-angle in a fairly narrow lane. I will not pretend that I approached it with equanimity, but I will boast that the car went round and in one go, for the steering lock on the S series is quite remarkable; only the bonnet could be inserted in my garage unless I was prepared to spend the night in the admittedly very comfortable seats; I wasn't. The fool-proof door locking system is a good one, but the handbook is the easy way to understanding the method of working.

The next morning there was mist which froze on the screen and, in fact, about the most unfavourable conditions imaginable for such a car. Curiously enough, the last Bentley I drove experienced just the same conditions. As then, I found that, far from the fog causing any uneasiness, the car promoted equanimity. I usually switch the radio off in fog so that I can give the job of getting along safely the maximum concentration; I found that I could still enjoy the programme in this car.

Why, then, with all these things in its favour, do I not want a Bentley—yet? Because, I think, I know my nature well enough to realize that it goes to seed if left with nothing to do. My mind quickly descends to the broodingly introspective unless forced to concentrate on something. There is so little to do in driving the fully automatic Bentley that there is too much time to think; and personally, I don't want too much time to think. If, however, you like your own thoughts, have a natural inclination towards making little effort and a keen delight in the pleasures of this world, then I am sure that the Series S is just the car for you.

How much does all this sybaritic luxury cost in the way of petrol at 4s 6d a gallon—or 4s 8d or what have you? The Bentley owner probably does not mind, but the figure is of interest just the same. Over a good distance in gentle hands, driven so that the scenery could be enjoyed, the m.p.g. worked out at 18. Reasonable enough, I would say.

### Forty Winks

"YOU lack that season of all natures, sleep." I wonder how Macbeth would have slept in a car? The promise of a nice snooze is often the only way of inveigling me from the wheel. One settles down comfortably and relaxes; the sounds of the road and the murmur of conversation in the car fade away into delicious semi-starlight and in their place comes the blue plush warmth of a private world, dimly comprehended by a drowsy brain.

Suddenly one's neck snaps backwards and the assurance that it is broken (at least) brings the sleeper to his full senses. The car is moving off from traffic lights. This happens two or three times, until sense gradually penetrates, and one moves round so that the head can rest on the seat back. Lovely and comfortable, this, but after a few minutes the vibration transmitted from the wheels makes one feel slightly seasick.

What about propping the head on an elbow lodged on the door sill? Ah, this is comfort at last, and one settles down to a nice long return to semi-consciousness. The drawback is that the arm, too, loses all sense of its duty, and with the numbness of sleep slips gradually off the sill until—bump, your nose lands on the Triplex glass of the rear side window. Oh hang, give me the wheel. . . . Wouldn't you like a snooze now?

### With 'er 'ed tucked . . .

A WEEK or two ago I was talking about hallucinations. Yesterday this phenomenon reared its head again in a distinct form. We were travelling downhill towards a zebra crossing when a figure appeared to step out of one of the stripes right in the centre of the carriageway. My passenger and I spotted her at the same moment: a lady wearing a sandy coloured coat and hat; it was a wet night, the street lamps mercury vapour. The pedestrian walked off, quite oblivious of the fact that she had been invisible within yards of an oncoming vehicle.

# Firestone

## Town & Country

(ALL SEASON)

**FOR EXTRA WINTER SAFETY**



Winter motoring requires rear wheel tyres which will grip in mud, slush and snow, give non-skid safety on wet and greasy roads and yet be so smooth-riding and quiet that they are ideal equipment for all seasons. The tyres specially designed to do all these jobs are Firestone Town & Country (tubeless or tubed). They will give you long trouble free mileage all the year round and they are of special interest also to the estate car and light van owner.

\* For front wheels fit Firestone De Luxe

### Experience Counts -

27 Factories throughout the world. Firestone total sales exceed £1,000,000 per day. Firestone Tubeless tyres have been proved in service since 1951 and production today exceeds 1,500,000 per month.

**WITH  
WEATHERISED  
TREAD**

**Firestone TYRES — consistently good**

The  
Rear-Wheel Tyre\*  
for  
All Seasons—  
All Weathers



## 13

SEE HOW A SOLEX HELPS YOUR CAR

**HOW IT WORKS** The fuel level in the float chamber (*Fc*) is the basic fuel control element off which the various carburettor circuits function. In particular it controls the static head on the main jet (See Number 4 of our series), and the level of petrol in the spraying well (Number 3 of our series).

The level of petrol in the float chamber (*Fc*) is controlled by means of the fuel pump, the float (*F*) and the needle valve (*NV*). The correct setting of the level is provided for by the weight of the float (*F*), and the location of the needle valve (*NV*) in relation to the various circuits in the main carburettor; the thickness of the washer (*Fw*) under the needle valve (*NV*) is used as the final element to give the exact level required.

A number of different float chamber layouts exist to respond to

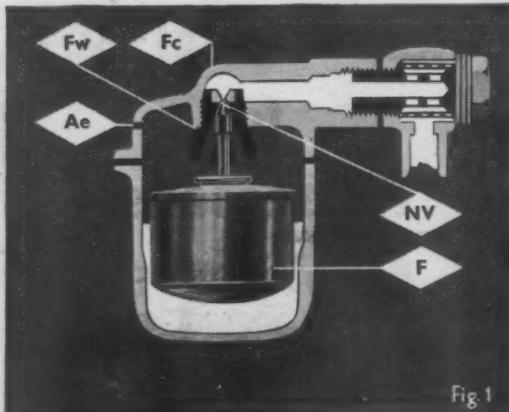


Fig. 1

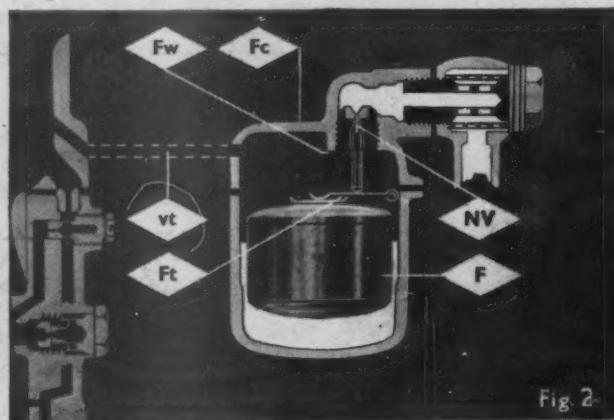


Fig. 2

*You're better off with a Solex because:—*

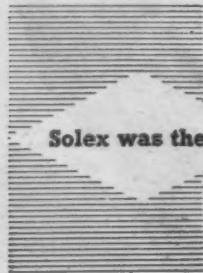
Each phase of its design automatically ensures the accurate supply of petrol and air required by differing engine demands, BUT you can't get the best out of your Solex if it is worn. Our pamphlet 'Your Carburettor' explains why.

*How to obtain a current design Solex carburettor:—*

Complete the coupon and we will send you full details of our Reconditioned Service for Solex equipped cars, together with any published leaflet on the type we specify.

Our Exchange Service offers a reconditioned Solex, guaranteed equal to new, for cars with a post-1935 Solex—the old carburettor being taken in part exchange.

For cars with a pre-1936 Solex or not at present Solex equipped, new carburettors are offered at an attractive price with an allowance for the old model when surrendered.



1927

First aerial crossing of South Atlantic. Cotes and Le Brix in a  
**BREGUET**

1955

Sestriere Rally  
**1st LANCIA-AURELIA**

## THE SOLEX FLOAT CHAMBER

for the stable control  
of the fuel supply

this is the thirteenth of a series of fourteen explanatory advertisements  
(Copies of the first twelve are available on request)

different vehicle requirements, and two of the commonest are illustrated below.

In Fig. 1, the needle valve (*NV*) is sited directly above the float (*F*). In Fig. 2 it is offset, and float movement is transmitted via float toggle (*Ft*). Both methods give positive and sensitive control of the incoming fuel from the pump, and ensure a stable petrol level.

Float chambers may be vented to atmosphere (*Ae*, Fig. 1), or into the air intake (*vt*, Fig. 2). Each system has its advantages, but the tendency is to adopt the internal venting as often as possible for reasons of dustproofing. Due to the differences between atmospheric pressure and air intake pressures the system chosen has an influence on the main carburettor setting, and this is taken into account in each particular case.

the service carburettor

# SOLEX

for every make of car

● post this coupon today

To Solex Ltd., 223-231 Marylebone Road, London, N.W.1

Please send me your pamphlet Your Carburettor, also details of a Solex to suit my car and a list of Solex Service Stations.

NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_

CAR \_\_\_\_\_ YEAR \_\_\_\_\_

H.P.

CARBURETTOR NOW FITTED

A.13      Quote letters and numbers on float chamber or rim of air intake if a Solex



Ken Carter's Aston Martin leads Henri Marang's DS19 down the mountain near Grenoble on Monday evening

## MONTE CARLO 1956

THRILLING CLIMAX AS R. J. ADAMS WINS GREAT RALLY : SUNBEAMS FOURTH AND TENTH, STANDARD EIGHTH

THE old order has changed for the Monte Carlo Rally. New routes, new names . . . the Col des Lèques has gone and this year competitors are talking of the Col du Granier, the gorges of the Bourne and the Col de Rousset, three crucial parts of the special test from Paris to Monaco, lying between Chambéry and St. Dié, over which category 1 cars (normal saloons) had to average just over 33 m.p.h. and category 2 (*Gran Turismo* and modified saloons) just over 36 m.p.h.

Unfamiliar road numbers were sought on the sometimes faded signs of the French Alps—N512, three-figure and only just scraping into the Routes Nationales category; D6 and D103, roads which the high summer tourist from Britain eyes doubtfully, but which were tackled by the competitors during the

Victors—Ronald Adams, Derek Johnson and Frank Bigger. In the background, the jaguar

First afternoon—Sarayac's Salmon leads the way into Grenoble



night of Wednesday, January 18.

But that is getting ahead of the story, which began at half-past twelve on the morning of Monday, January 16, in Athens, when sixteen starters left for Jugoslavia, Austria, Germany, France and Monaco. The 26th Monte Carlo Rally had begun.

By daylight the other contingents were also on their way—from Rome, Paris, Lisbon, Glasgow, Munich and Stockholm, converging by devious routes on Paris, thence to travel together over the route to Monaco which formed the first of the two special tests on the road section.

The weather—all-important in a rally such as this—was reasonable in Greece; rain and snow near Larissa, and snow over the border in southern Jugoslavia. In Rome it was dry, the rain being confined to the Apennine slopes; Paris was wet and chill, Lisbon was also wet, but mild. In Glasgow it was mild and dry





**M O N T E  
C A R L O  
1 9 5 6 . . .**

*Top: Night in Le Puy—Tuesday—and Burgess' Austin checks in at the control*

*Right: Back to the "main" road. Where the execrable D103 rejoined NS18*

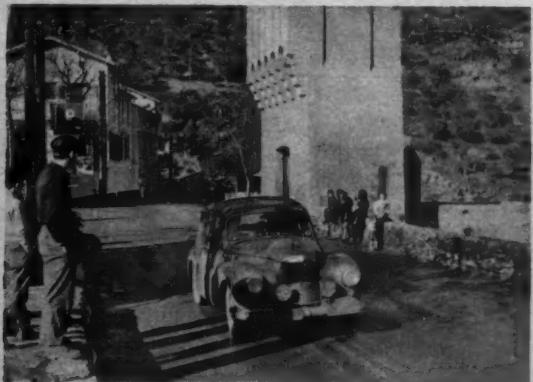
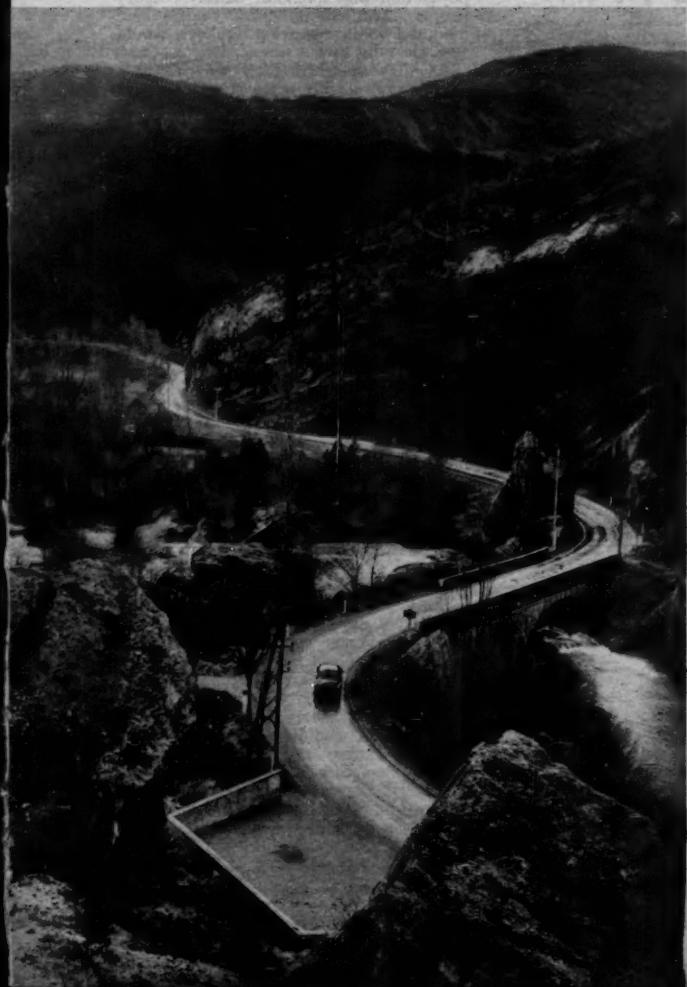


*Left: Grand finale to a desperate night (Wednesday) at the summit of the Col de Rousset  
Left, below: New routes for old... the gendarme firmly turns Cotton's Panhard and Pat Moss' A.90 from the old road to Castellane*

*Right: A Frégate passes through the rock gates that lead ultimately to the Col de Cabre*



Sun and shadow on Nairn's M.G. and Tak's 300SL in the Var gorge on Thursday afternoon. Below: Peter Harper's Sunbeam on the last lap through Entrevaux in the Maritime Alps. Bottom: Double hazard—bend and lorry—for Haarla's Finnish Alfa and Nellerman's Danish Ford in the Var Valley



and in Munich it was clear and cold—41 deg F. In Stockholm, most northerly starting point, the mercury was down at 25 deg F and a skittering of snow was falling. There was fog in Central France, where the low pressure gave place to high, and rain was falling in the Massif Central, eroding the dirty remains of the last snowfalls. Monte Carlo smiled beatifically in the Mediterranean sunshine, like a rather faded grandmother awaiting the arrival of her grandchildren on Thursday, January 19.

One Greek starter had retired by Skopje and, in spite of good going over clear roads in the west and firm snow in the north, Lefas-Tetenes and Alexiou were nine minutes late when their Siata arrived in Belgrade. Thence they all travelled via Zagreb and into Austria, where they would pass through Klagenfurt at tea-time on Tuesday.

Back in Rome an ominously numbered thirteen starters had headed south-east towards Naples at nineteen minutes past three on the Monday morning. They made the circuit of southern Italy, passing through Bari and Pescara, and encountering the unsavoury adventure of pilfering. Merrick and Gran's Riley was robbed of a spare tyre and Louis Chiron, Monégasque ex-winner of the rally, was relieved of £120 at a filling station: "Everything fine," he wisecracked at Padua, "except my pockets, which are empty." There had been fog between Rimini and Padua, and seven of the thirteen failed to report. As Léon Coulibeuf and Jean Lamaitre brought their Alfa to a stop in the Padua control it was 10 o'clock on Tuesday morning;

Sala and Humet from Spain followed them with another Alfa, and then came Gregor Grant and Cliff Davis in an M.G.

Paris starters linked up with the Rome contingent at Rimini, so the journey from Paris to Paris was neither so short nor so easy as it sounds. Down the main road to Grenoble there was nothing to it except a little fog at Bourg-en-Bresse, to the south of which the weather was mild and dry. But after Grenoble the cars climbed up into the Hautes Alpes, leaving the control in the late afternoon—the crowd was considerable for a Monday—and soaring up, hairpin by hairpin, on N85.

It was a stirring sight and sound in the winter stillness. Roger Canis' 2-litre Renault was first along, then came the throaty note of two 2.3-litre Salmsons, those of M. and Mme. Langlois, and of Surayac and Buchet. The sound was thrown back from peak to peak, and after it had died the comments of some woodcutters, two miles away across the intervening valley, could be plainly heard.

By contrast, Citroën DS19s came up in a surge of comparative silence, two litres of uncanny roadability. Pierre Rozé and J-F Dubessay were sending theirs along the straight at 80 m.p.h., and one wondered how this model would fare in its first Monte Carlo. Towards Gap the rain began to fall; the control was muddy, slush from snow-heaps adding to the general wetness. The Monday night was spent following N94 down the valley of the Durance into Briançon, thence climbing the Col de Génèvre into Italy and the control at Moncalieri. They

were in Piacenza around 2 a.m., in Rimini by daylight. Pilgrim and Huntridge (Jaguar) described it as a good run, Bewley and Webb, Irishmen in a similar car, said that ice had dictated continual wariness.

But what was happening in Spain, across which a big contingent was heading from the popular starting point of Lisbon?

In the early half-light of a wet Monday morning the cars had set out from the headquarters of the Portuguese Automobile Club, the streets being still comparatively empty. Their journey across to Madrid and northward to San Sebastian and the frontier was easy—so far as the set average speed was concerned—but rain fell heavily and continuously. Groups of cars sped along the indifferent roads shrouded in spray. Many of the red rally plates on the fronts soon became denuded of their paint, the familiar shape remaining as the only identifying feature.

Customs formalities at the Portuguese-Spanish frontier were non-existent, the cars passing straight through without halting. At the Spanish-Portuguese frontier post carnets and passports (which had been sent on ahead from Lisbon) were returned and the cars sped on after a halt of only 30 seconds or so. Between Lobón and Merida there were floods, and the heavy rain had washed away parts of the road. As evening fell at the end of the first day's driving, most of the crews found they had enough time in hand to stop outside the Madrid control and kill time, though a few regretted having done so as the town's dense and disorderly traffic killed a lot more! Throughout the journey across Portugal and Spain the friendly attitude of the population was splendid; elderly country people, huddled under umbrellas and mounted on slow-moving donkeys, would give the rally cars a wave.

As they splashed their way towards Burgos crews with wireless sets listened to the B.B.C. broadcast at 10.20 p.m. about the fortunes of competitors from other starting points . . . Reg Harris was out with transmission trouble . . . a Glasgow starter had had the bad luck to collide with a lorry only 500 yards from the starting point. Weather reports were carefully listened to; there was no threat of frost or snow, so perhaps the Massif Central would not be too bad. These pieces of information, culled from a world that was not boxed within the four sides of a car, were relayed to an interested audience—whose cars had not got wireless sets—at Burgos, the next control.

Between Vittoria and San Sebastian, extensive road reconstruction on a twisting and long descent provided the first hold-up. It was noticeable on this stretch of road how well the small Continentals rode, particularly the Swiss-entered Renault of Ziegler and Willemin, which hurried over the atrocious surface at un-reduced speed, passing many cars whose drivers were picking their way round potholes.

So across the frontier and into France—third country visited and the start of the second day's driving. Here a careful check on average speeds was maintained by every crew. So far, weather had been good and there were no reports of ice or snow. The rally road section would not be difficult, so it was presumed that secret checks would be enlisted to assist the organization in their job of eliminating the less meticulous drivers. Speeds in built-up areas, too, were carefully watched, as here lay another means of allotting penalty marks. France's attitude

## MONTE CARLO 1956 . . .



Exhalations of Wednesday night rise between the gorge walls of the Veyron as Marion's DS19 speeds south

to the rally was even better than had been that of Spain; crowds lined the streets in every town.

As the countryside became more mountainous and the roads twistier, the times allowed between controls seemed less and less generous. From San Sebastian to Auch—which included a ten-minute allowance for the Spanish-French customs formalities—the timetable allowed no delays; instead of arriving long before their scheduled earliest time, cars began to reach the controls well towards their late limit.

From Millau to Aurillac was even tighter, but not enough to cause loss of marks, and the Lisbon contingent continued intact. Gerry Burgess (Austin A.90) had found that the San Sebastian control had forgotten to stamp his road book, which meant, so far as the Monte Carlo organization was concerned, that he had not visited the control. Hurried telegrams and telephone calls to San Sebastian and Monte Carlo went some way towards sorting things out; despite these precautions, however, he was listed at the subsequent Paris control as having retired. Fortunately the matter was eventually straightened out.

The early fortunes of the Glasgow starters were related in last week's issue. At Boulogne they had been joined by those from Munich, who had left the Langwiederee rest-house at the civilized hour of half-past twelve noon. Appropriately enough, the Becker brothers, in their scarlet 300SL Mercedes, had been the first to be signalled away by Sportpresident Count Sandizell. Estager and Carpenter were the only non-starters; Estager was taken ill in France with suspected food poisoning from *bouillabaisse*. Starting in their second Monte Carlo were Don Delling and Ken Shorter, from the U.S.A.—in a white XK140 Jaguar fixed-head. No one had any difficulty with schedules along the *autobahn* except, of all people, Yves Giraud-Cabantous, the racing driver, co-driving with André Aury in an Aston Martin DB2; they missed a crossing and arrived in Stuttgart nine minutes late. Those wily veterans Schwind and Gutbrod had a tape record of the tough mountain section between Chambéry and St. Dié, but it did not get their B.M.W. into the first twenty at Monaco.

The rally, of course, had its usual side-shows. The big Munich crowds were vastly interested in the new 1100 Czech Skodas, a well-equipped team, and a nation of watch and clock makers could not help but admire the arrays of watches and average-speed meters that are the *sine qua non* of modern rallying. Frau Christel Meinecke, driving with Frau Thouret in a Fiat, was devastated because her mascot terrier Fritzi had to stay behind.

Schwind, who is a doctor, rushed to the control from an operation at his Koenigstein hospital and Helm Gloeckler left his passport at home. He collected it at Stuttgart, where the check point at the Hotel Eiss was in the control of Prince Urach. Late Monday night the cars were over the French border in Metz, and they made their way along the Belgian border to reach Boulogne in the morning.

From the far north the Scandinavians and others were making their way south. Sixty-four of the scheduled 76 had left Stockholm, the first being a Finnish Peugeot 403; the smallest of them all, a two-stroke 293 c.c. Goggomobil driven by the Netherlanders van Dongen and Schroder, failed to start. The two Sunbeams of Peter Harper and Sheila Van Damm left together; Miss Van Damm reckoned that the northern route was the easiest this year because of the absence of

Curtain call — the Mediterranean sun floodlights Sheila Van Damm's last rally appearance

Gatsonides and Bequaert's Vanguard III nearing Puget Théniers on Thursday morning



mountains, a view shared by Ken Wharton, who was driving an Austin A.90 Westminster with Gordon Shanley.

On Finnish cars a new type of winter tyre could be seen, consisting of cylindrical studs about a quarter of an inch in diameter and half an inch high, arranged in a close zig-zag round the tread. Naturally the Halda speed pilot (see January 20 issue) was much in evidence at Stockholm, being a Swedish device. Over roads with ice patches and remains of snow the competitors headed due west for Oslo, which they reached as the darkness came on Monday night. At Helsingborg, twelve hours later, they took the rolling and pitching ferry from the southern tip of Sweden into Denmark, by which time a Jaguar Mark 7 was missing (Swenson and Berge) and van Lammern and van Voorden's Lancia was battered and late, having been ditched. Joy Cooke complained of windscreen wiper trouble on the Zephyr and Nancy Mitchell of a defective heater in her M.G. Greta Molander grinned and said that she had had a good sleep! Rain and gales had supervened between Göteborg and Helsingborg, but good weather was reported over Denmark. The daylight of Tuesday struggled through the grey.

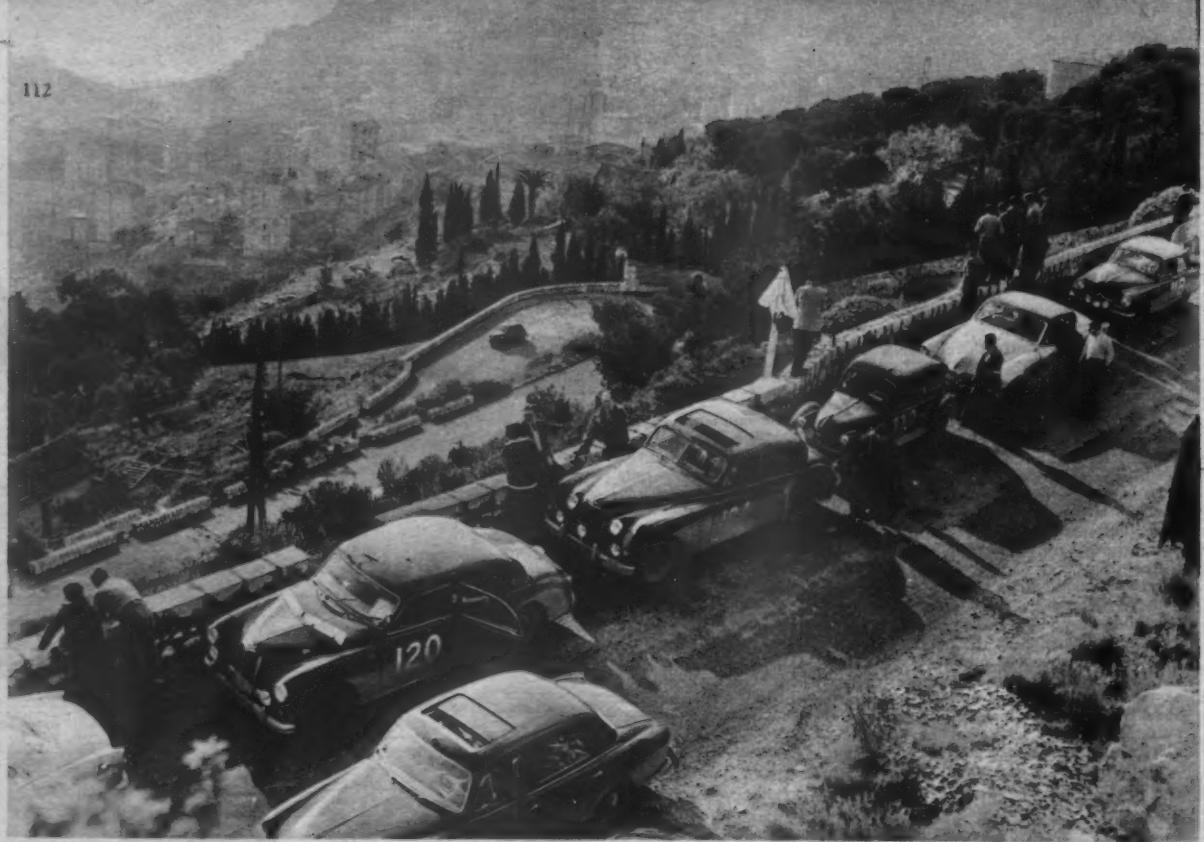
Now the routes were linking up in various parts of Europe. Glasgow and Munich had joined at Boulogne in the early hours; Rome and Paris had linked at Rimini at daybreak. By teatime at Klagenfurt they were joined by Athens, while late Tuesday night Aurillac, in south-west France, was to see a grand convergence of Lisbon, Glasgow and Munich. But meantime the Scandinavian contingent continued on its solitary way, for it would not join up before Rheims, a mere hundred miles from Paris.

Across Northern Germany the weather remained fine and cold and there were few

penalties. Mattock and Barber's Jaguar crashed near Odense and tried to carry on but failed, so both the Stockholm Jaguars were out. But the chief Jaguar hope was Adams from Glasgow, whose fearless handling of a Mark 7 had been so impressive round the Monaco G.P. circuit in 1954. Late on Tuesday night, in streaming rain, he gave a cheery wave and a pip as he unhesitatingly took a left-hand right-angle at which all too many went straight on to lose time—just out of St. Julien Molin Molette, east of Le Puy in the Massif Central. Small boys had yelled "Tournez à gauche" up to midnight, when, wet to the skin, they made their way home to the wrath of *Maman*.

That was after Le Puy, where the snow can be heavy and the route ahead difficult. This year it was different. On a mild dry night with a crescent moon setting away to the west it seemed that the whole town lined the chestnut fencing on either side of the wide, downhill Boulevard de Maréchal Fayolle. The crowd must have numbered 5,000 and the excitement rose towards nine o'clock, soon after which the first *concurrent* was expected. Two pairs of yellow lights streamed down the hill, a battery of four brilliant floodlights was held high for the control officials, and the two French-driven Porches focused the communal gaze. The crowd surged. "En arrière," urged the police.

And then DS19 number 98 came down the hill, driven by Roger Marion and Maurice Peyrot. The crowd broke loose, whistles shrilled and horns screamed. A great press of people surrounded this latest product of France's autocratic manufacturers and it was only with great difficulty that the car was got away. The crowd fell good-naturedly back, and after that settled down to enjoy and criticize. Jean Delliére urged his Salmon out



## MONTE CARLO 1956 . . .



Left: Burgess, in his Austin, wastes no time in descending to the control outside La Turbie. Below, left: Sarayac and Buchet force their 2.3 Salmson past Roque's Lancia at the very top of the Col de Turini. Below, right: No time was lost when Mrs. Cooke and Mrs. Hamilton took their Zephyr into the Luceran control on the mountain circuit. Below: Bebis pressed on from Turini in the Fiat while Marang finds a glassy patch and shunts mildly behind him



Left: In the queue for the braking test above Monte Carlo are Warren and Wilson's Riley, Adams and Bigger's Jaguar, Auriccombe's Panhard, Merkle's Studebaker and Saiz' Simca

Right: Already the favourite and leader at the start of the day, Adams takes his Mark 7 down the Col de Saint-Roch for the second time



Above: Cuff and Fleuriot going well in the Anglia near l'Escarène  
Left: Early arrival at Monte Carlo, the Fabregas Bas 300SL approaches La Turbie on the last day  
Below: Soon to be inverted, the Sears and Scott-Brown Austin is here making good time over the snow





Largest car in the rally, the Swiss-driven Ford kept going in spite of a remarkable wheel angle, assumed during the last few miles of the mountain circuit

## MONT CARLO 1956 . . .

against the press, Easton and Garnier slipped through on their ill-fated journey in the A.C. Aceca.

Soon cars were climbing up towards Yssingeaux, and the night was made golden by head lights weaving to and fro towards the sky. The speed was very high indeed, drivers making the most of the easy conditions, but as brake lights glowed relentlessly at corner after corner one wondered about that last test on the way down into Beau Soleil at the back of Monte Carlo. Would Merkle and Pottier, for instance, doing 70 m.p.h. between bends, have enough lining left on their big Studebaker? Mesdames Bagarry and Rosetti, 747 c.c. Renault-mounted, proceeded more soberly, buzzing along at a steady speed just high enough to avoid violent braking but getting along just the same. Later, in streaming rain, Miss Pat Moss and Mrs. Johns could be followed at a similarly high but steady pace in their Austin Westminster, down into Bourg-Argental. Miss Moss had been worried about a non-charging dynamo in Madrid.

Over this part of the route there were alternatives, though it was easy to go astray from the one chosen. Kemsley and Fotheringham-Parker's Ford Zephyr overshot in Montfaucon, reversed in time and went left. The gendarme was non-committal, for he did not know which route they ought to have taken. Later, at



that delightfully named St. Julien Molin Molette where Adams did right, White and MacAdam did wrong by their Jaguar, hurtling straight on down a D road and disappearing into the night. Or did they mean to go that way?

At midnight on Tuesday the rain was falling softly in Bourg Argental and the cobbles shone wetly. The solitary gendarme cast a short shadow and a long reflection; three silent figures watched from a wrought iron balcony. The rally was nearly two days old and there were a

day and a half of road section still to come. Over, then, to Vienne, for the first minutes of Wednesday morning, where fog helped streaming rain to obscure visibility, but where the floodlit towers of the church managed to stand out in crisp beauty above the hubbub of the control. Three sections seemed well on their way to Paris, down here 20 miles south of Lyons . . . except that the route still lay through Besançon and Strasbourg; the long way round, as you might say.

With the Massif Central behind them, it was only the cripples that had difficulty in maintaining the set average speed to Paris. A choice of roads from Vienne led to some confusion; the faster and shorter route was not the one selected by the organizers, however, and the by then familiar strings of red arrows pointed along a minor road to Crémieu and an ill-signed crossroads where several cars got lost. Lagnieu, Nantua, Arinthod and Orgelet—small towns dotted along small roads; at Lons-le-Saunier, Routes Nationales replaced the little roads and the cars settled down to a steady and smooth 70-and-more m.p.h. for Strasbourg while off-duty crew members were able to sleep. A route control at St. Dié ensured that the correct route was taken to Strasbourg.

In the meantime the Athens, Rome and Paris starters were following that track



Jaguar Number 164, Adams at the wheel, whips round on the ice at the top of the Col de Turini



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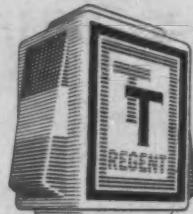
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T.M.19

## MONTE CARLO 1956

through Munich, Stuttgart and Metz which the Munich starters had beaten for them 48 hours before. It was only just Wednesday morning when they passed through Munich, and they had run into their worst weather to date between Klagenfurt and Salzburg. Sheet ice sent the cars slithering and steep hills were negotiated—up or down—only with great difficulty. Jean Lucas and René Mayeras ran into a deer near Salzburg and slightly damaged their DS19; Michelet and Courmont were less lucky. Their Salmonson crashed near Augsburg and was too badly damaged to continue, though they were unhurt.

Fog banks added to the chaos of the ice on the *autobahn* and Vincent and Serve had amassed over a thousand penalty marks. They called it a day at Stuttgart, and who shall blame them?

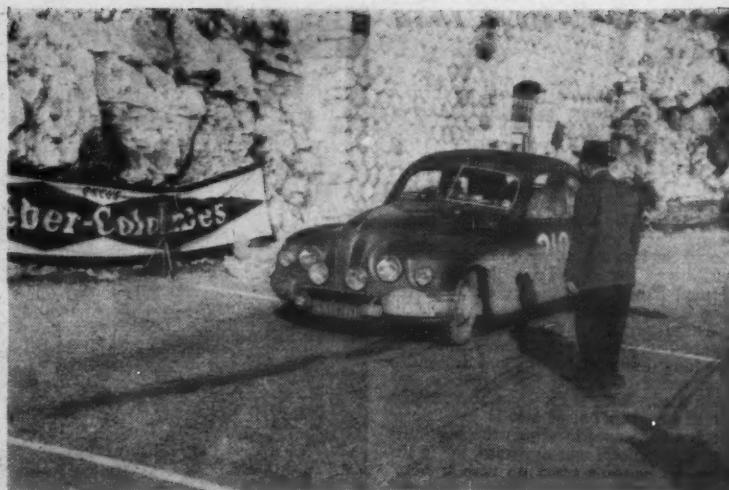
By noon this contingent was between Metz and Rheims, reaching the latter in the early afternoon and heading off for the French capital. Behind them came the Lisbon, Glasgow and Munich section, their passage through Rheims taking the clock round to dinner time—for those who do not drive in day and night rallies! And at last those men from the north—and the potential winners of the Coupe des Dames also—took their station astern of the rest, passing through Rheims and reaching Paris towards 10 p.m.

The streams had reached the confluence, the great rally was complete. Of the 308 starters, there were 272 left for the special section down to Monte Carlo, and of those only eight, after all, bore penalty marks.

And so they came to that stringent test of which they knew very little until the black-and-white information cards were in their hands. Seven sectors . . . high speeds . . . permitted delays in minutes only. . . . Like the old Biblical characters, they girded up their loins, took N7 from the control in the Avenue d'Iena to the obelisk at Fontainebleau, and thence sped down the main roads to Chambéry, that rather pleasant mountain resort south of the more famous Aix-les-Bains of Stanley Baldwin fame. That was all simple enough, though Parisian rush-hour traffic had been hard on the earlier ones away, and night fog had troubled all of them.

And yet night was, in a way, a blessing on sectors two and three, for it is possible to drive on narrow, unguarded cols by night and not feel the vertigo of great heights unless the head lamp beams happen to reach out over a gap and hit the neighbouring mountain half a mile away across nothing. Or unless you look over the edge and see the star of a solitary cottage window a sickening thousand feet below. For out of Chambéry they climbed the Col du Granier, steep and rough, very narrow and with nominal guard rails where the drop down the cliff-like rock wall was too dizzy to contemplate. Low cloud rose between the layers of pine trees to wrap round the cars in the form of fog, and the 33 and 36 m.p.h. averages began to look desperately fast; they were.

The road sliced through one watershed after another and then widened for the descent. But the favour was derisive, for half-inch stones were plentifully strewn all over the surface and had a ball-bearing effect between tyre and road. Then it narrowed again and struggled through the Gorges d'Entremont, fighting for the available space against the mountain tor-



Meredith-Owens' Bristol stops accurately in the acceleration-cum-braking test

rent that ran alongside, occasionally vividly lit by the swinging beams of the lights. The rock wall was hewn out over-head so that the cars ran in three-quarters of a tunnel, screenwipers working against the great drops of ice-cold water welling out of the soaked rocks.

It was pure Gustav Doré, and even when the open valley was reached again there was still no respite, for the road continued to twist and turn, and if natural hazards did not snatch at a wing or loose the grip of a tyre there was always the chance of a protruding baulk of timber from the many Alpine sawmills in the neighbourhood.

The route card is very casual about all this. "Col du Granier," it remarks coldly, followed by a string of villages. "Col de Cucheron, Col de Porte . . ." Well, out of those only the Col de Porte had any air of peace about it and that was because the snow lay deep and crisp

and even between the pine trees, giving a suggestion of *Stille nacht, heilige nacht* . . . Even so, competitors could extract no joy from the scenery; there was always the light of a faster car thrusting up from the slopes below, wanting to overtake in the incredibly difficult terrain.

The section was, indeed, chosen with rare ingenuity. After winding the car through sector one there was a respite through Grenoble out to Sassenage. And then it started all over again, but this time with wider sweeps, wider bends, tempting the driver to overdo it in relief from the tight stuff he had left behind. Such motoring is hard work, the man at the wheel, sweating on a night when the temperature is below freezing point, wondering irritably why his companions object to open windows. And then, just as the new technique was becoming second nature, along came another tight gorge—the Gorges de la

Having arrived at the control near La Turbie as a three-wheeler, the Standard of Brooke and Hardman receives support on the fourth corner



## MONTE CARLO 1956

Bourne—and towards the end of them a road sign pointing to D103. And if navigators felt that that was too much to ask, the red directional stickers of the rally itself had been arrayed at the base pointing firmly to the left. D103 it had to be.

And that, for the space of a kilometre or two, was more of it only more so, though at last the valley opened out and N518 was joined. To most drivers it seemed like coming up for air after too long under water.

There remained the Col de Rousset before Dié, climbed reasonably in second to a long tunnel at the top, and descended in a series of fantastic squiggles to the main road. This is mostly a brake tester, for in between hairpins it is possible to reach a high speed. Again the ingenuity of the organizers was apparent, for in the dark the hairpins came up with unnerving suddenness and the linings paid the penalty. The splayed spot lights on many cars were a great help.

**Daybreak Thursday.** The Col de Cabre was this year free of snow, though ice had to be suspected, especially as the sky cleared before dawn, letting the warm air up out of the valleys and replacing it with the icy stuff from the snow-capped Alpine peaks. Yet the mercury did not drop quite low enough, except towards Barrière, where Laurent and Darnet took an alarming slide in their Fiat; Tommy Wisdom's Standard Ten, following, did not repeat the performance, but Rodolphe Leclercq's Panhard did. The rally began to take on a more customary air, one of relaxation, typified by Miguel Soler's lolling head in the passenger seat of the Spanish-owned Lancia. At the familiar sign by the bridge over the River Asse, "Nice par Castellane," a gendarme firmly directed the competitors to the left along the alternative N207.

The morning grew lovely and the sun warmed the air and blued the lake beyond St. André des Alpes. Adams' Jaguar, all intact as it was at the end of the Rally, went speeding by, heading for Entrevaux. Vard and Jolley's Jaguar kept station with Cooper and Kimber's Vanguard, and it was evident that, on this section, time could be got in hand. Burnett and Dalglish's Vauxhall Cresta was proceeding on its haunches, the back suspension having gone. Handley and West halted their Zephyr at a garage for petrol and a brake test, and a Dutch-owned Alfa had the brakes adjusted, ignition checked and a good clean-up. The pitwork at this particular garage was up to British Grand Prix standard, if not German. Alfa 225 also had the routine (Ubezzi and Dollin-Aabout), but Baumert's D.K.W. was content with petrol. The two Richardsons in their Zephyr were satisfied with their run, but described the mist as "too thick to see the edge" of last night's precipices. As they dozed for a minute or two in the sun by the roadside, two French police peered in to investigate. Fousek and Cizkovsky's Skoda from Czechoslovakia sped steadily along in the sun towards the south, curtains drawn in the back window to screen a sleeping passenger.

Where the Var narrows and the grey volcanic rock points high in the blue, just north of Plan du Var, Sheila Van Damm came by, team and car looking as fit as ever. Olof Persson screamed his Porsche to a standstill at the control on the long straight where the valley of the Var



Americans Nuthall and Albrecht (XK140 fixed-head) in Entrevaux on the final morning of the road run

opened out into a plain. "Come on," said Joy Cooke crossly to her passenger as the latter fumbled the road book.

One kilometre down the road from the control competitors turned left on to another D road, a sort of last-minute joke by the organizers, for this is a winding minor road climb which, cutting through to La Trinité, opens the way—a back way—to La Turbie and a first sight of the grey-blue Mediterranean. Here, at nine o'clock on Thursday morning, as the early sun battled with cloud brushing over the Trophee des Alpes, the 300SL Mercedes driven by Fabregas Bas and Basadonna burst out on to N7, roared into the tiny village square of La Turbie and was gone again.

Silence returned and another long wait preceded the urgent musical arrival of Boillet's Alfa, high-pitched klaxon sounding almost continuously through the curves. Similarly, Mourtzopoulos raced by in his Fiat. Though far out in front of the pack, and themselves spaced out, these three were really making time.

The little groups of villagers, growing through the morning, could scarcely read the numbers, and marques were hard to identify with paint-stripped plates and divers equipment breaking up familiar profiles. All the cars had lost their colour; they were just light-muddled or dark-muddled.

A grim Burgess headed the British contingent in his A.90 and soon after him came Merrick's Pathfinder. The flow of cars from Rome, Paris and Athens became more regular, and it was not long before a queue had formed for the braking test a few kilometres beyond La Turbie, at the point where the Mont des Mules road begins its descent to the wedding cake town below. For many, the last *en route* control, immediately before the test section, provided a dress rehearsal. Late recognition of the control signs, and the hurry to keep within the difficult schedule, led to numerous screeching halts on the steep slope.

Most spectacular arrival was that of Leslie Brooke and Charles Hardman in their wee Standard. With only seconds to spare, and realizing that a rear wheel was collapsing (they had already had a front

one do likewise), they nevertheless pressed on for a final kilometre. As they reached the control the studs (with nuts still on) pulled through, the wheel folded under them and they slid helplessly on for perhaps a hundred yards, miraculously missing the line of parked cars. An uphill sprint by the passenger saw them clocked in on the final dot. Many ready hands picked up the back of the car while studs were straightened and a new wheel was fitted.

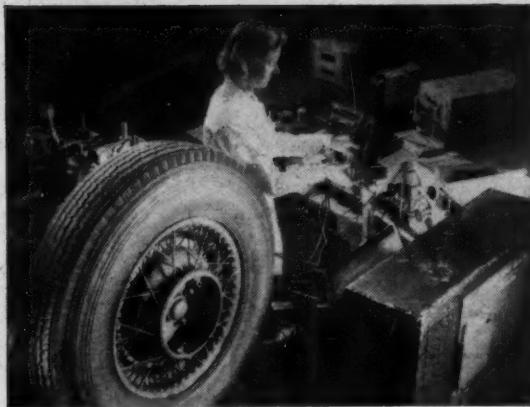
By midday, warm sunshine removed jackets and pullovers in the waiting line of cars. Tense, grime-lined faces, many belonging to the Glasgow contingent, relaxed into grins behind cigarette smoke and soon the British participants had conjured up an infectious holiday spirit which was reflected back at them by the glittering harbour and its white yachts hundreds of feet below.

For some, the downhill braking test was a quite leisurely procedure, while for others it was a three-quarter minute dice. Crossing the line to a flying start, and watched by a controller and the two red eyes of the Longines timing device, each car went at once into a left-hand hairpin followed by some 500 metres of gentle curves. A right-hand hairpin came next and a straight of about 400 metres was terminated by two white lines, the first watched by more red electric eyes. The front wheels had to cross the first line, but a large penalty would result if the second line, a car's length ahead, were cut by any wheels.

The test clearly showed which cars still had good brakes—and how much the drivers trusted them. Early arrivals, who had gone straight through without a cooling wait, were at some small disadvantage. Several later cars reached the first control with smoking drums and oil oozing from the front hubs. For them a rest in the queue was very welcome and there was time, too, for brake and tyre pressure adjustments.

A French Porsche from Stockholm put up best time with 41 seconds. Becker's 300SL and Adams's Mark 7 tied second with 42.3 seconds. Good times, it seemed, were more a matter of acceleration through the test than deceleration at its

# Ferodo First



It was from Herbert Frood's experiments with laminated belting that the modern brake lining was evolved and the great Ferodo organisation founded. All major developments in brake lining technique have been introduced by Ferodo Limited.

Ferodo still maintain their lead. The scientist in the laboratory, the technician in the uniquely equipped Test House, the drivers of the Test Fleet . . . they all contribute to the safety and reliability of Ferodo Anti-Fade Brake Linings. Conclusive, practical proof comes also from the race tracks of the world, where, since racing began, Ferodo Linings have been the first choice of star drivers.



and  
still  
the  
foremost

That's the background to Ferodo Anti-Fade Brake Linings. Look for the Ferodo Label after every re-line . . . You will certainly save money . . . you may save your life.

**See your garage about**





**WINTER GRADE**

finest  
petrol

*in the World*

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## MONTE CARLO 1956

end—so long as one had brakes at all. Some drivers used low gears to help them slow to a stop; several locked their front wheels in a long slide down the slope (Simcas especially), while soft-sprung cars, like Vanguard IIIIs, energetically nodded themselves to a standstill.

A last control intervened to check the time taken over this final special section and then the weary cavalcade toured down into Monte Carlo, the police directing at every turning and authorizing short cuts on the wrong sides of islands and lamp standards. Woe betide the pedestrian or non-competitor who got in the way!

Beyond the *Arrivé* arch, on the harbour front, scrutineers waited to check that seals and numbers were in order and that everything—starters, horns, lights, wipers—still worked. With relief the drivers could switch off at last in the *parc fermé* and shuffle off to find their baggage, wife, bath or favourite bar. Where had the secret checks been, they were asking; but no one knew.

Without delay the organization got to work deciding which were to be among the 90 best-placed cars for whom still remained the extremely arduous Mountain Circuit test. Penalty marks incurred on the various itineraries, during the first classification test, the braking test and during the technical inspection, were added together and, on the Friday morning, the list was posted at the Permanence. Heading it, and leading by six points, was the Mark 7 Jaguar driven by Ronnie Adams and F. Biggar; in fourth place came the Harper-Humphrey Sunbeam, and no fewer than 21 British crews were included in the list. British hopes ran high, though the task of guiding the big Jaguar round the multitude of tight hairpins on the narrow mountain roads was obviously going to be considerable.

On Friday evening the doors of the *parc fermé* were opened; the less successful were given back their cars and the distinguished 90 were removed to a second park. No preparation of the cars was permitted; brakes that had withstood 2,600 miles of extremely hard road conditions—almost bereft of linings in several cases—remained unadjusted.

Several crews spent the better part of the night carrying out a reconnaissance of the course, plotting the kilometre stones, hairpins and patches of snow and ice... a journey which was carried out often enough in hire cars as use of the competing cars was not permitted. Taken slowly, by the light of head lamps, the tortuous roads were bad enough; to maintain the required average of somewhere round 60 k.p.h. for the faster cars on certain stages was obviously going to be a risky and difficult job—particularly as the roads were not officially closed.

The route for the mountain circuit would provide a delightful day's tour for anyone on holiday on the Nice-Monaco coast—if they liked mountain driving! For the selected ninety it can have offered only a hair-raising 150-mile dash against time, space and the elements. Once on the cols the sun was seldom seen and, since it was nothing but snaking, writhing ups and downs as soon as the route headed inland from Menton on the coast, most



*Nothing wrong, but if you are held up in the queue why not look inside to make sure? Prince de Polignano and Les Leston in sight of Monte Carlo with their Aston Martin*

of the driving was in or just under cloud. Inland then, through quaint villages, up the Col de Castillon the road wound to Sospel. On again by N566, twisting always upwards, to Moulinet and finally to snow level up the long Col de Turini.

Over the crest for the first time, sloshing and sliding on thawing snow and ice, the drivers headed south through Peira Cava and were then spared more snow as they sped down the Col de Saint-Roch for Luceram.

This was just an *hors d'œuvre*, and to reach l'Escarène the Cols de l'Orme and de Braus had to be negotiated. Here, a right turn marked the start of a great loop back to the summit of Turini again. The

route went via the Col de Nice to Château-neuf-de-Coutens, Levens, Duranus and the Bollène-Vesubie.

Covering the ground a second time on a southerly heading from Turini, l'Escarène was left by N20 and, at Trinité-Victor, a sharp left-hand turn took those remaining of the ninety to Laghet and La Turbie by their Thursday route. A diversion was made to Cap d'Ail on the coast before the run into Monaco by the Moyenne Corniche.

First through the snows of the 6,000ft-high Turini village came Louis Chiron's Gran Turismo Lancia-Aurelia—in the class from which the highest average was required—sliding through the bends and



*Going well on N7 Is Merrick's Pathfinder. Rileys met with bad luck on the mountain circuit*

## MONTE CARLO 1956

streaking away down the snowy slopes beyond. Next came the 300SL Mercedes-Benz driven by Willem Tak from Holland—a squat car, straddling the snowy road and sweeping round with scarcely a slide. Tom Clarke's blue A.C. Aceca was the first of the British contenders, climbing up into the village in a cloud of smoke which obscured the road for those behind. The car sounded ominously flat and its speed was low; though it seemed unlikely, the Aceca kept going and was seen subsequently, almost 100 miles farther on, without the attendant smokescreen. Ken Wharton's A.90 swept through fast and Archie Scott-Brown's similar car swung wide, sliding the tail with some force into a snow bank; no damage was caused and he swept on.

By this stage—some 40 miles from the start—several cars had moved up, overtaking on the short straights between the hairpins. Sims' big Pathfinder came through following Mrs. Johns' A.90, having overtaken five cars to achieve this position. The huge Ford, driven by the Swedes I. Hartley and Valter Karlsson, and the largest car in the rally, churned away from the corner, its great power an embarrassment on the slippery surface. Henri Marang's new DS19 Citroen sped straight on into the snowbank, wheels locked hard over, the crew climbing out to extricate it. Grosgeat's little D.K.W. did likewise and needed even more effort to get it clear. Women crews, having survived the rigours of the road section, were much in evidence. Greta Molander's 220 Mercedes-Benz came through sound-



Pitwork at Puget Théniers: Händley and West's Zephyr is just leaving after a petrol stop

ing very rough; Nancy Mitchell and Joy Cooke handled their cars well where several males were much less skilled.

At the Col des Saint-Roch, some 100 miles farther along the route, there were some ominous gaps in the field as the

cars streaked weaving and swerving down the short straight. The Scott-Brown Austin had overturned back along the route, as had Mrs. Johns' similar car, neither crews suffering any damage. Gerry Burgess' Austin, too, had left the road, coming to rest perilously near the edge of a precipice. Once again, Monégasque Louis Chiron led the field, as well he might, the mountains forming the backdrop to his native town. There were many signs of violent contact with the rocky edges of the narrow roads. Vilreton's Porsche had suffered some structural changes around the front, as had Mme. Blanchoud's similar car. The big Ford came by with a front wheel at an impossible angle, squealing along the road and leaving a black tyre mark. Adams' Jaguar, unmarked and travelling at great speed, swept through, Adams appearing entirely unconcerned and driving well within his limits. Maasland's Alfa-Romeo had obviously been hurrying as the car had moved up some 20 places since the start.

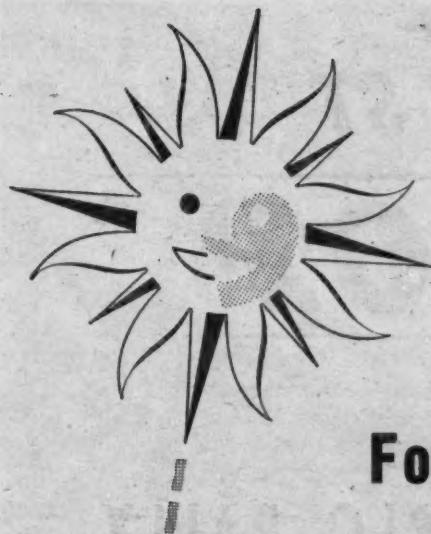
Some way farther on, beyond Luceram, Bremner's Pathfinder rounded a corner on a section of comparatively good road to find a local car where he needed to be. In avoiding a head-on collision he took to the ditch, badly damaging the coachwork on the vertical rock face that rose alongside. Sims' Pathfinder, too, showed signs of contact with a wall. Duga's little Panhard was gallantly continuing with battered roof and no windscreen.

So the reduced field of distinguished cars and crews sped on their way back to Monte Carlo and the finish. A suppressed excitement could be felt all round the terraces of the town by the tideless Mediterranean. At seven o'clock, the organizers had hoped, the winner would be declared. Came nine... came ten. No one thought of leaving the Permanence. Finally the news flashed round, and in a dozen seconds a motorist had become famous. Ronald Adams, in a British Jaguar, with co-drivers Frank Bigger and Derek Johnson, had gained the coveted top place in the 1956 Monte Carlo Rally.

(Turn to page 126 for full results.)



Parc fermé on the Monte Carlo quay—  
and rest for cars  
and drivers



**MONTE CARLO RALLY**

For the third time

# SUNBEAM WINS

THE MANUFACTURERS' **Team Prize**

**1953—1954—1956**

**OUTRIGHT WIN of the Charles Faroux Challenge Trophy**

This most coveted Team Prize is awarded to the nominated team of three cars achieving the best aggregate performance, irrespective of size, class or price.

The three successful Sunbeams in this year's event were driven by Peter Harper (with David Humphrey and Peter Elbra), Jimmy Ray (with John Cutts and John Waddington) and Sheila Van Damm (with Anne Hall and Yvonne Jackson).

Subject to official confirmation.



**The New  
SUNBEAM RAPIER**

latest addition to this famous family of Rally Champions

A ROOTES PRODUCT



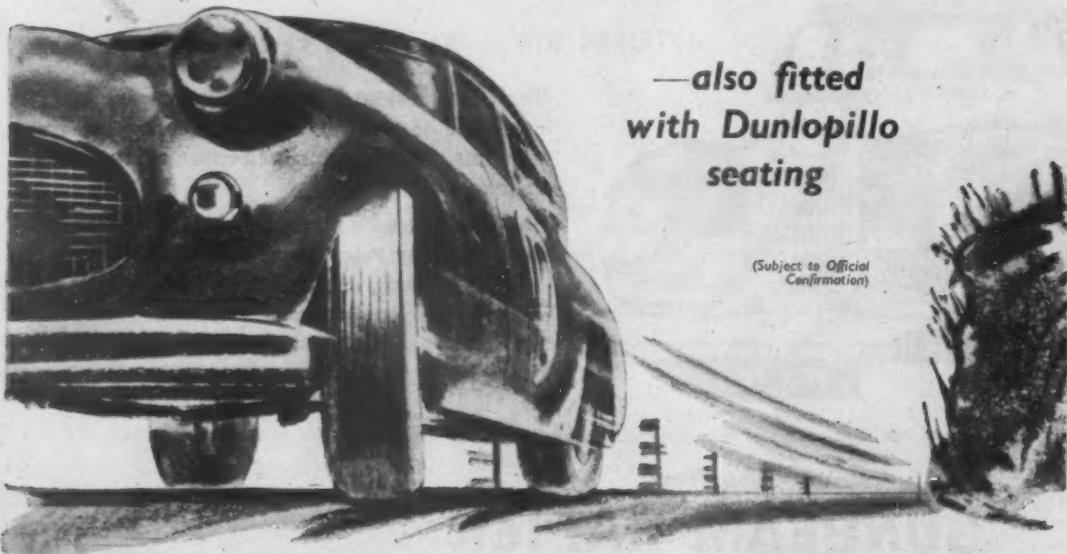
# 1ST DUNLOP

## MONTE CARLO RALLY

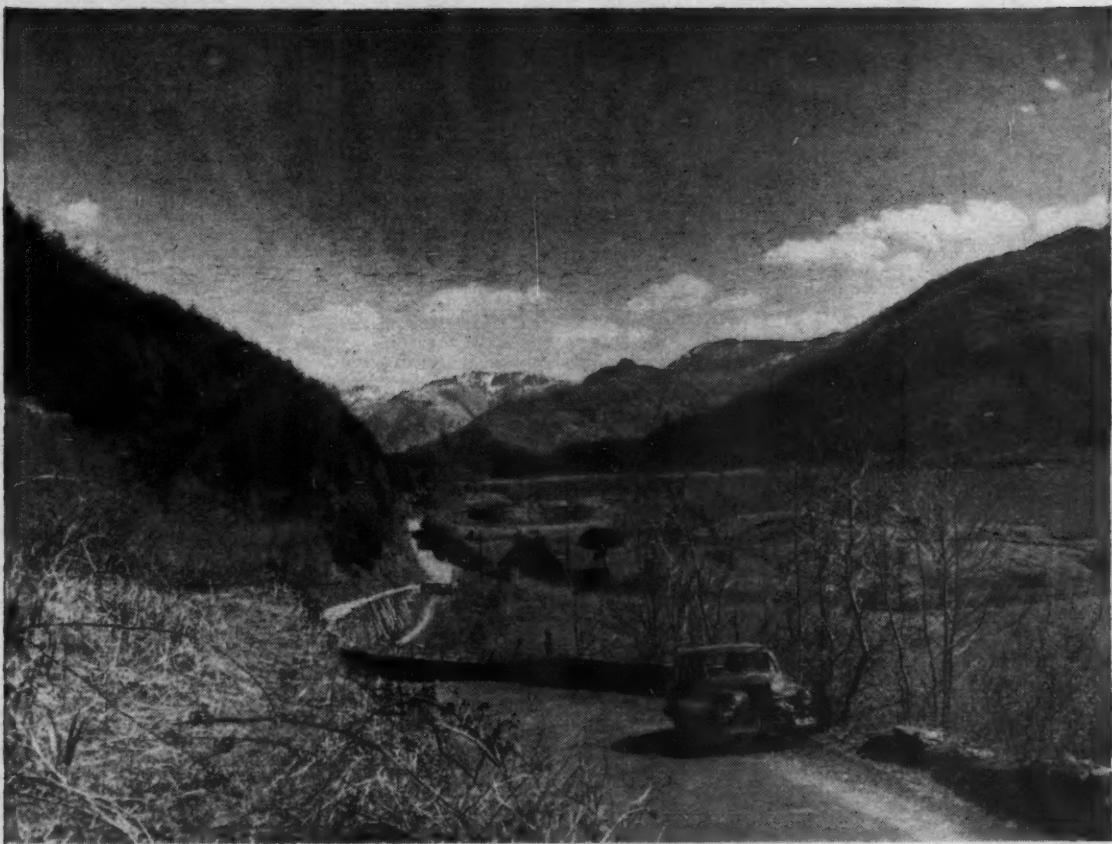
**1st.**  
**JAGUAR**  
**R. J. ADAMS — F. BIGGAR**

—also fitted  
with *Dunlopillo*  
seating

(Subject to Official  
Confirmation)



*-and Dunlop makes the tyre YOU want!*



*Loch Duish, among the best of the Scottish lakes, is at the head of the Sound of Sleat; this view is from Inverinate looking inland towards Glen Shiel*

## Correspondence

**Opinions expressed on these pages are those of our correspondents, with which The Autocar does not necessarily agree. Letters intended for publication should be addressed to the Editor, The Autocar, Dorset House, Stamford Street, London, S.E.1.**

### Reflectors at the Front

*Indication of Light Failure is Preferable.* I fully support Mr. Dodgson's remarks (*The Autocar*, December 2, 1955) on the increasing number of "one side-lamp" vehicles, and the obvious menace such vehicles present to other night drivers. Recently, for the purpose of ascertaining the frequency of this dangerous practice, I made a specimen check on such vehicles at a busy road junction between 10 and 10.30 p.m. From a total of 100 private and commercial vehicles I counted:—

Two without lights. Fourteen with only one side light.

Eleven with one of two rear lamps out, or with no rear light at all.

One with the rear number-plate lamp out.

Allowing for variation, one could assume that approximately 20 per cent of all vehicles driven at night have faulty marker lamps. I feel certain, however, that the majority of these drivers are unaware that they are committing an offence, mainly because the lamps on modern vehicles are not usually visible from the driving seat. Mr. Dodgson suggests compulsory white reflectors, but when one considers that the need for marker lamps both to the front and rear is greatest on dark roads or during misty and wet weather, it would seem that the fitting of reflectors would not provide the solution to this problem, for there is no reliable substitute for a well-defined lamp of a specified brilliance.

Surely the obvious remedy would be for the driver to carry a spare bulb or two, and fit an indicator to give warning should any one of the marker lamps fail. To meet this requirement, I have developed and patented a simple device operating on the relay principle, which will not only indicate that the lights are switched on, but also give warning of the failure of *any* front or rear lamp by means of either a signal lamp or buzzer, or if desired, both together.

J. KEMP.  
Croydon, Surrey.

### Harry Ferguson Design

*Revolutionary and Fundamentally Sensible.* The interest with which the news release about the Ferguson car was received by all my acquaintances is indicative I think of the fact that we all want something new, revolutionary, and fundamentally sensible in the way of automobiles and would like to see it come from English factories and industry, if they can only do it as well as talking about it.

The fact that the German Volkswagen sells so well here is due, I think, to the fact that it is: 1, different; 2, reliable; and 3, fundamentally sensible. They have not tried to scale down a large car but have rather built around a separate concept. I would not claim to speak for Americans in general who buy fancy Juke-Boxes-on-Wheels, but there are getting to be a lot

## Correspondence

of us who are just not satisfied with this sort of thing and because the small American manufacturer is gradually being squeezed out, we look to Europe. Unfortunately, at the present time the British are not putting into their cars the features that the Germans are in particular, e.g., i.r.s., air-cooled engines, streamlined bodies, low numerical rear-axle ratios, all synchronized gear boxes, ride control.

The Rover is one car that the British can be proud of as they can be of the Jaguar 2.4, the Sunbeam Rapier, the Bristol 405, the M.G.A., the Austin-Healey 100, but all of these cars are not cheap. What is really needed is a car to compete with the Volkswagen to get some of the market in "Suburbia, U.S.A."

Maryland, U.S.A.

WILLIAM H. KUMM.

### Eyes and the Driver

*Effect of Age on the Optic Muscles.* I was very interested in the article by L. S. Sasieni, F.B.O.A., F.S.M.C., D.Orth., in *The Autocar*, January 6. My work brings me into close contact with motor accidents, and I have been concerned by the large number of instances in which elderly drivers have claimed to have looked left and right when entering a main road, and have then driven straight on into the path of another vehicle which they have failed to see. There have, of course, been other types of accident due to this failure by elderly drivers to appreciate that other vehicles were about.

I have been told by elderly men that it seems to take some time before an object comes into focus when they are seeing it for the first time. In view of Mr. Sasieni's statement that "as time goes on the same amount of muscular energy produces a lesser amount of focusing change," I am wondering whether it is a fact that focusing, in addition to being more imperfect in elderly drivers, also takes longer to achieve. C. W. TUNMON.

Maidstone, Kent.

### Touring and Sporting

*Club for Anglia and Prefect Owners.* May I, through your correspondence columns, ask owners of new-type Anglia and Prefect cars if they are interested in joining an Anglia and Prefect Owners' club or association? It is proposed to have two classes, touring and sporting.

I have owned three of these cars, covering a very large mileage, and raced one with success in Western Australia, ultimately winning the under-1,500 c.c. closed car State championship.

The aims are: a quarterly magazine; technical and other advice; an attempt at better insurance rates; assisted legal aid, and so on.

On the sporting side, such things as hill climbs, and an endeavour to promote saloon car racing for the man who can't afford two cars, yet would love to dice his saloon on a closed circuit against similar cars.

A badge has been designed and if those owners who are interested will contact me, I shall push ahead if sufficient enquiries are forthcoming.

It depends on you!  
Crawley Down, Sussex.

HUGH W. MACKINLAY.

[Letters will be forwarded.—ED.]

### Proud Owners

*Another Eligible M.G.* Having read of the merits of the 1½-litre Riley and M.G. Magnette, so well described by their proud owners, I am tempted to put forward a claim on behalf of the 1½-litre M.G. model Y Saloon; I am a very satisfied owner of this model.

There can be few cars of comparable price and size offering so many refinements as standard fittings. The car's appearance is neat and businesslike and free from uncalled-for chromium decorations. On opening the boot (the lid of which opens downwards to take extra luggage) a really useful amount of space free of spare wheel and tools is revealed. These are below in a separate locker.

The radiator is still blessed by a convenient, external filler

cap, and the car is fitted with hydraulic jacking, which is an invaluable asset. A thoughtful maker has also fitted a sunshine roof as standard. Inside, the comfort of driver and passengers is catered for with a telescopic steering column, a rear window blind controlled by the driver, and a central folding armrest for rear seat passengers. There are no fewer than four ashtrays to meet the smokers' needs.

The roof light switch is over the driver's door, and the door cappings and facia are of polished wood; instruments are well lit and do not reflect on the windscreen at night. The driver, however, can see at night the red lenses of his side lights. Twin sun visors and screen wipers are further items of equipment, and the windscreen will wind open wide for fog or summer driving. Hand straps and fitted pile carpets are added comforts.

Maintenance of this car is easy: the greasing and oiling points are few, and the engine is very accessible. The centrally hinged bonnet can be removed when carrying out a top overhaul. However, no car is perfect, and two criticisms can be made: why, for instance, should one have to dismantle both exhaust and clutch assemblies, merely to drop the sump to clean the oil filter? And again, why have the manufacturers used sponge rubber in the locker lid channels which, owing to their sloping position, trap rain water causing rust formation? Fortunately, these faults only recur at fairly long intervals, but are not in keeping with the otherwise excellent little car.

With a maximum speed of a little under 75 m.p.h. the 1½-litre M.G. cannot perhaps be called a fast car, but owing to its liveliness and good handling, creditable averages can be put up in comfort.

By a stroke of luck my first experience of the car came when I was invited to drive a friend's 1½-litre M.G. for a few miles. I was immediately pleased by its excellent rack-and-pinion steering, combined with an exceptionally good driving position and a splendid gear box with a good sturdy central lever.

These points made me decide that when the opportunity occurred, I would get this model, and as it turned out, I had not long to wait.

On one rainy December evening, I went to Oxford to collect it. The body was finished in light green with dark green wings, and cream coloured upholstery. Now, with over 52,000 miles behind it, I have never regretted my choice. The steering is still just as accurate as new; the general handling and brakes are as good as ever.

At the recent Silverstone meeting of the M.G. car club, there was a concours d'élegance contest; among the entrants were some really beautifully turned out examples of the 1½ which were a real credit to their owners.

After careful study of 1956 models of comparable size, I could find nothing to tempt me to part with my present car. Unless I win a really fat cheque on the football pools, MWL 280 will stay with me for many miles yet.

I should perhaps make it clear that I have no connection with M.G.s, other than as a satisfied owner.

Witney, Oxfordshire.

A. T. R. BINNINGTON.

### Battling with the Heavies

*A Powerful Spotlight is Essential.* Mr. F. J. Worton's statement in *The Autocar*, December 30, concerning the focusing of larger commercial vehicles' spotlights on the nearside kerb should not be allowed to pass without contradiction.

Since 1948 I have travelled some 10,000 miles a year at night, very largely on A12 and on A6, and my observations have convinced me that commercial vehicles are the main cause of dazzle trouble. The long-distance coaches and passenger buses started the trouble, always using a straight-ahead near side light. Then it became common on the heavy lorries and now nearly every motorist who has to do much night driving has been compelled to fit a powerful spot lamp simply in order to see where the near side kerb is in the face of oncoming traffic, and to make sure he does not run into a pedestrian, or a cyclist without a rear light.

I have often wondered why the commercial vehicle contractors favoured this system (which becomes murderous when the road curves slightly to the left) instead of the double-dipping system of the modern private car. Good double-dippers dazzle no one and if everyone used the same system with a similar total wattage and no extra lamps, fog or otherwise, there would be no dazzle problem. I found the standard lighting set of a 1954 Morris Minor equal to all emergencies, including a trip from Sheffield to Manchester on a foggy December night, but my present car which has a different system needs the Marchal 632 which I have fitted, and which enables me to hold my own with the "Heavies."

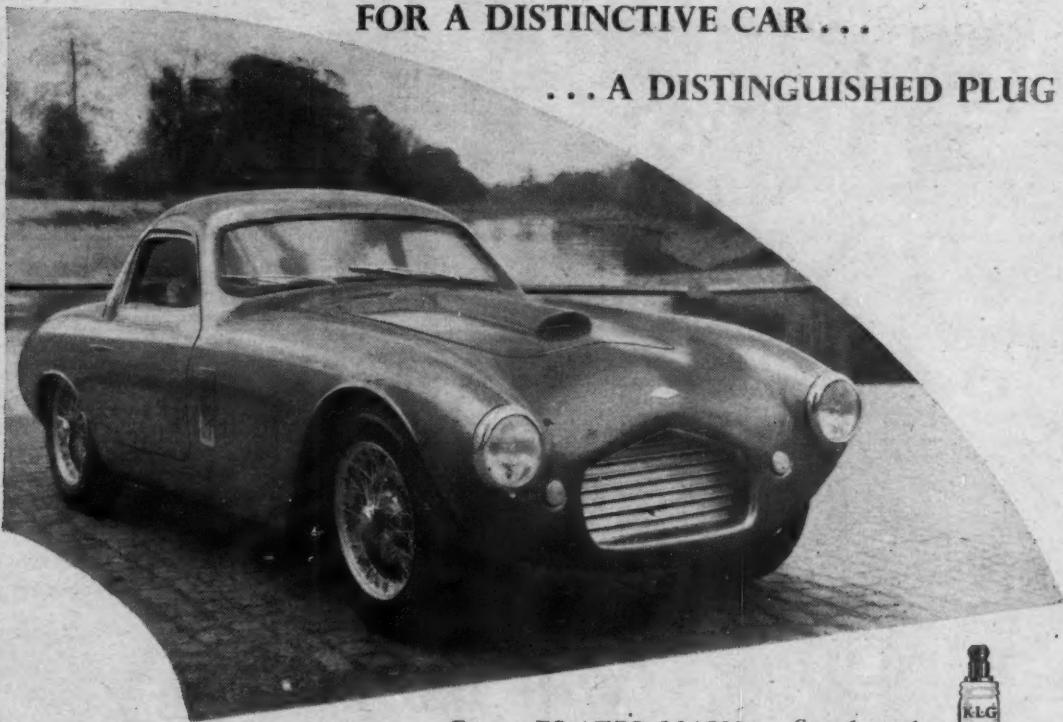
Finally, I think more attention might well be paid by highway authorities to making the near side verge visible under difficult conditions either by the use of reflectors or of white paint.

Preston, Lancashire.

R. MORGAN.

**FOR A DISTINCTIVE CAR ...**

**... A DISTINGUISHED PLUG**



*Every FRAZER-NASH is fitted with*

**K·L·G** *sparkling plugs as original equipment*



*one of* **SMITHS** *accessories for better motoring*

THIS WINTER  
most  
modern cars  
will use

# CASTROLITE

the  
balanced  
multi-grade  
oil



THE MASTERPIECE IN OILS

Castrolite is a balanced multi-grade oil (20W-20-30) which being thin when cold gives immediate oil circulation. This ensures easy starting in winter, reduces petrol consumption and engine wear. At high temperatures the oil retains its body and provides the engine with "Castrol XL" protection. No special precautions are necessary when changing over to Castrolite—which is sold at standard Castrol prices.

**L**AST year's dizzy production pace of some 154,000 cars per week is gradually slowing down. All General Motors divisions have ceased Saturday assembly operations, and there are some slow-downs at Chrysler and Ford Motor. Percentage-wise overall, the reduction currently amounts to around 7 per cent. Meanwhile stocks of unsold new cars in dealer warehouses and in transit are rising again—at a time when the new '56 models ought to be selling like crazy.

It looks now like the big boom is about over.

... But the memory lingers on. In moving over 7½ million cars in 1955 the network of franchised dealerships took a beating from which it may never recover. Only the crop of new 1955 body styles and plenty of pressure from factory sales departments made it possible at all. But it was inevitable that profit margins would take a licking. Furthermore, an estimated 8-10 per cent of last year's new cars had to be channelled through unfranchised "bootleg" operators to control inventories. Some franchised dealers were ruined in the ruckus; a few high-volume boys made more money than ever before . . . but, on the average, profits were well down from previous "normal" years.

The screams of the old-line dealers finally got through to Washington last fall, and a Senate sub-committee was organized to investigate current automobile marketing practices. Possibly the most significant fact that's been unearthed and released so far is the result of a tabulation of replies to a questionnaire that was mailed to 40,000 new car dealers when the sub-committee started its investigation. (Only the replies of G.M. dealers have been quoted so far, since G.M. was the first of the Big Three to be "called on the carpet," so to speak.)

Anyway, the tabulation showed that 73 per cent of the dealers replying to the questionnaire favoured some sort of congressional intervention into the problems of auto-retailing. This would certainly seem to indicate something rotten in Denmark . . . as no sane American businessman would holler for Washington's help if there weren't!

Or maybe there's nothing really "wrong"; could be the current turmoil in auto-retailing is just one by-product of the overall national (and world) trend in economic evolution—and something that will work itself out if government keeps hands off. (Forgive me when I make noises like a backyard economist!)

But I wander far from the subject. I started out to comment on the slowing factory production. The basic reason can be found right on the showroom floor. The 1956 models just aren't moving fast. Many dealers are afraid now that part of last year's terrific sales volume was merely borrowed from potential 1956 sales; apparently many people who planned

# DETROIT

## Notebook

to buy new cars this year were seduced by last year's fat discounts. Another complaint voiced by the dealers is that some newspapers and auto magazines over here are loudly predicting big body and chassis changes for many 1957 models, and the dealers figure that a lot of buyers will wait. (These predictions, of course, are true; only Lincoln, Rambler and Studebaker offer anything really new this year.) Result is an inevitable softening of new car sales.

I believe another important factor tending to slow down the production lines is nothing more than *public opinion*. These Washington hearings are fast making villains out of the big manufacturers in the eyes of millions of car buyers who didn't know a franchise from a shock absorber six months ago. This was inevitable, I suppose. Those one-year franchise contracts, cancellable by the factory for a variety of reasons on a few weeks' notice, have made the dealers look like fleas bucking a hurricane. I don't know where the truth lies—and certainly the publicity won't help us get to the truth any quicker—but public opinion was bound to sway the factories. G.M. has recently extended the term of dealer franchise to five years, and I think this public opinion had a lot more to do with Detroit's decision to slow production than the screams of overstocked dealers—since those same screams fell on deaf ears last summer!

Well, this is an interesting subject, and certainly the big topic of conversation around the Motor City these days. Just what will result from the Senate investigation nobody is even predicting yet. But I can say that many authorities foresee revolutionary changes in American car retailing within one or two years.

**A**MERICAN MOTORS (Nash, Hudson, Rambler) have confirmed reports that they're tooling up for an entirely new V-eight engine, and production will begin soon after the first of the year. They have been using the Packard V-eight in their senior lines for the last 15 months or so, but I understand the cost has been rough. Packard would sell only the engine-Ultramatic transmission package—at a good, round figure—and American Motors already had a good deal with G.M. to buy Hydramatic transmissions. A.M. have been working towards their own V-eight for at least two years, and it was only heavy market pressure for V-eight

power that forced them to the Packard combination for their all-new 1955 line.

It will be interesting to see just how A.M. engineers have combined all the costly lessons learned by the other manufacturers on their V-eight engines into a single, composite design. Packard stuck to the tried-and-true on their design, and they have anything but a spectacular performer. It will be obsolete long before they amortize the tooling. Can A.M. come up with a truly advanced design that will be practical and economical to produce to-day? I'll keep you posted.

**T**HE race for top compression ratio on this side of the Atlantic has had some interesting angles. (Packard is at present tops with 10 to 1.) Most any engineer will admit that improvements in pump fuels have had more to do with the rise from the 7.5 to 1 level five years ago to the present 9-10 to 1 than any brilliant combustion chamber development. In my opinion fuels have been responsible for at least two-thirds of the rise. You can now buy up to 98-octane (Research) grades in some areas of the country! Great strides have been made in just the last 18 months. The key has been new methods of catalytic reforming—and no small factor has been the financing and construction of refining equipment necessary to exploit the new developments on a volume basis.

But octane figures can be misleading—and thereby hangs a tale:

The new refining tricks are delivering what oil men call "sensitive" fuels. That is, the difference between their octane rating as determined by the mild Research method and the rating based on the more severe Motor method is considerably greater than in earlier pump fuels. The Motor method of octane rating was developed back in 1932, and at that time it was as close as they could come to duplicating in the laboratory the behaviour of fuels in current engines *on the road*. The Motor method featured a relatively high test r.p.m. and mixture temperature.

However, as engine design progressed during the '30s the octane requirement on the road for a given compression ratio grew milder; elimination of hot spots, improved carburation, and better silencers to reduce exhaust gas dilution gave actual road octane ratings for the various fuels that were higher and higher above their Motor rating. The Motor method no longer gave a reliable indication of the



**GUESS WHAT?** A 1932 Ford coupé with a 1955 Cadillac El Dorado engine, 25-tooth Lincoln transmission (3.54 to 1 axle ratio). The car is owned by Tony J. Oliveto, of El Paso, Texas. 1955 Buick wire wheels have 14-carat gold inserts. Spring dampers are the adjustable friction type

performance of a fuel. So the new Research rating method was introduced, featuring a lower test speed and mixture temperature. This has given very close correlation with road ratings until just the last three or four years.

Now our latest engines seem to prefer the old Motor rating method—that is, their road anti-knock performance is more nearly proportional to the Motor octane rating than the Research. This is primarily due to the trend to torque converter transmissions and extremely free breathing which raise the r.p.m. of maximum octane requirement and boost combustion chamber temperatures. Unfortunately, our new refining methods yield big increases in the Research octane number . . . but the Motor rating is barely touched. You might say we're left holding a handful of octane numbers that are of more use to the advertising men in the oil companies than they are to the engine designers!

Well, this is a roundabout way of saying that the fuel chemists have just about shot their bolt as far as contributing to further compression ratio increases is concerned. They might be able to boost the Research octane rating at the pump above the 100 mark in the next three years . . . but what good if the new engines are only listening to the Motor rating? Oil men admit

that there is no known way to raise pump Motor ratings substantially at reasonable cost in the foreseeable future. This would seem to place the burden for further compression ratio increases squarely on the engine designer. He'll just have to make his engine "milder" in its octane appetite. (This is the technical expression used to describe an engine whose octane requirement correlates more closely with Research ratings.)

I think our engineers can do it. Actually we've barely scratched the surface of combustion chamber development. I look for 12 to 1 compression ratios within three or four years and I believe "mechanical octanes" will be responsible for at least two-thirds of the rise to that level. G. M. Research has got the combustion chamber in their laboratory right now that can do it!

**I** LIKE Lincoln's new controlled-temperature carburettor air intake—though it looks a little expensive to find near-future application on bread-and-butter models. But what a neat sales gimmick for a high-priced luxury car!

As you know, underbonnet temperature of the air breathed by the engine will run maybe 40 deg F above ambient. The consequent reduction in

air density will chop 3 to 5 per cent off the full-throttle horsepower and torque output on the road. An engine likes cold air for maximum performance. At the same time moderate intake air temperature helps response and flexibility at low speed.

Lincoln has attacked this 30-year-old problem by feeding air to the air filter through a two-way duct, one bringing cool air from the front grille opening, and the other collecting warm air from under a muff on the left exhaust manifold. A thermostat-operated flap valve in the junction of the two ducts cuts in air from the exhaust heater when carburettor air temperature drops below 65 deg F and ducts it from the grille when temperature rises above about 90 deg. Seems to function very nicely on the road, though I can't say that it's made a bomb out of their '56 model!

\* \* \*

**A**NOTHER obscure 1956 technical development which I think might have some future significance is the "double kickdown" feature on Packard's latest Ultramatic torque converter. This transmission consists of a two-speed planetary gear box in conjunction with a torque converter unit with automatic plate clutch lock-out at cruising speed. On the former model you could kick down for extra acceleration by pressing the throttle past a detent point; this would disengage the plate clutch to cut in fluid torque multiplication, and also shift to a 1.82 to 1 step-up gear ratio on the planetary. Now they've rigged the deal for two kickdown ranges. At about half throttle you disengage the plate clutch for a moderate boost in acceleration—then you can floor the accelerator pedal and shift the planetary. Both gearing and clutch snap back into direct drive automatically at about 55 m.p.h. (with full throttle).

We may see more of this business of multiple kickdown ranges on the throttle travel in the near future.

\* \* \*

**I**N just the last few weeks officials of both the Firestone and Goodyear tyre companies have confirmed rumours that they are in the last stages of development on a line of 14in tyres for some 1957 cars. Sections will be wider—though exact sizes were not quoted—and rated pressure will be 20 lb per sq in. (Current 15in tyres are rated at 24 lb.) Major reasons behind the new tyres are a softer ride and a slight reduction in car height.

One can't help but wonder if the tyre engineers have adequately solved the problems of lateral stability and cornering power on these wide, super-soft tyres. Present 15in jobs, when inflated to the recommended 24 lb and carrying their full rated load, are certainly no testimony to the solution of these problems up to now.

ROGER HUNTINGTON

# NEWS AND VIEWS

## International Motor Shows

TWO forthcoming motor show dates have now been officially announced. These are: the 40th International Motor Show in Copenhagen, from February 24 to March 4; and the 38th International Motor Show in Turin, from April 21 to May 2.

## Tulip Time

STARTING from London and five other points, the Tulip Rally will be held from May 6 until May 12. All routes link up at Champagnole in the French Juras, and then follow a combined route; the average total distance covered on this event is 1,600 miles, divided into two stages, and separated by a night's rest at Monte Carlo.

## Motocoupé in Africa

TESTING the reliability of the B.M.W. Isetta Motocoupé in South African conditions, an Isetta has been driven from Cape Town to Johannesburg. The total distance of 910 miles was covered in 18hr 19min running time—an average speed of 49.7 m.p.h. Just over 15 gallons of fuel were used, giving a fuel consumption of approximately 60 m.p.g. This Isetta was completely standard, but was fitted with the recently introduced engine of 300 c.c., which is slightly more powerful than the example tested by *The Autocar* on November 4, 1955.

## Prices Cut

ACTION has quickly followed the entry of Singer Motors into the Rootes Group, and prices have been greatly reduced. New prices are as follows, with original prices in parentheses:

	Basic Price	Total Price
Hunter special saloon	530 (£621)	796 7 (£819)
Hunter de luxe saloon	575 (£667)	863 17 (£1,032)

In future the Hunter saloon is to be described as the Hunter de luxe saloon, though there are to be no changes in the specification and equipment of the car. On the other hand one or two alterations will be made to the Special saloon, of which the most interesting is that the recently introduced omission of the spare wheel because tubeless tyres were fitted has been rectified. A spare wheel with tubeless tyre will in future be standard equipment on the Special saloon.

## A Pioneer Passes

ONE by one the ranks of nineteenth-century motorists sadly close. Mr. George Leversage Benbough, who died at his Reading home on January 11, bought his first car, a Léon Bollée, in 1897, and was a founder member of the Yorkshire Automobile Club. He was in the motor trade first in Burgess Hill, and moved to Reading in 1915 as a director of the Royal Berkshire Motor Company. The original Léon Bollée is still in his family's possession, and made a successful journey in last year's London-Brighton Run.

## Gianni Lancia Resigns

FOR some time there have been conflicting reports from Turin about the present position and the future plans of the Lancia works. Latest news is that Gianni Lancia—son of the late Vincenzo Lancia, who drove for Fiat in the heroic age of motor racing before the first World War, and in 1907 founded the firm which bears his name—has resigned his presidency of the company.

He is reported to have relinquished his appointments for strictly personal reasons; conditions at the factory remain normal.

## Where They Go

LARGEST importer of Volkswagen cars was the United States, which absorbed 34,000, followed by Sweden with 28,000. Other countries importing large quantities of Volkswagens were Belgium, Holland, Switzerland and Austria.

## Journeying to Burma

NEWS has been received from India of the Oxford and Cambridge Far Eastern Expedition. The most difficult part of the journey—the entry into Burma—now lies ahead. The party reports: "There are only two roads over the Naza Hills into Burma from Assam, and neither of these has been maintained since the war. You can imagine what havoc ten years of summer monsoon have caused; many of the bridges are down, and the tracks have been reduced to a pile of jungle debris in many places. . . . Otherwise all goes well, and the tigers are pawing at the outer door."

## Australian Production

SINCE the General Motors Holden factory at Melbourne started car production in 1948, a quarter of a million cars have been built. The daily output has increased from ten at the beginning, just over seven years ago, to 278 cars per day now. The rate of production is still increasing, and by the end of next year is expected to have reached a daily output of 400 cars.

## Dunlop and Roads

NEW chairman of the council of the International Road Federation is Mr. A. R. M. Geddes, who is a director of the Dunlop Rubber Co., Ltd.

## Roads for Boston

SO congested is the area round a railway station of Boston, U.S.A., that the authorities are building what is claimed will be the world's widest traffic tunnel. Work on the project has already begun, and when complete in 1958 this 2,400ft tunnel is expected to cope with 120,000 cars daily.

## Arabs Boycott Renault

RENTALITION for the opening by the Renault firm of an assembly plant in Israel is a complete ban on the import of Renault cars into the Arab League States. A spokesman for the Israel "Boycott Office" in Damascus said that the regulations called for the banning of the products of any foreign firm which conducts any operation that strengthens the Israeli economy.

## Caravan Assistance

INTENDED to supplement the existing A.A. and R.A.C. services, the Caravan Club is offering a similar "get-you-home" guarantee to its members. In the event of a member's caravan becoming immobile while being towed, resulting from failure of the caravan chassis or wheels, or from breakdown or accident to the car, the club will bear the cost of removal up to a maximum of twenty miles. Further details of this scheme, which includes coverage for a certain amount of repair work, can be obtained from the Caravan Club, New Oxford House, Bloomsbury Way, London, W.C.1.

## Mr. S. W. Newman

WITH great regret we record the death on Wednesday, January 18, of Mr. S. W. Newman, managing director of Lancia (England), Ltd. Mr. Newman, who was 61, had been actively engaged with the company since its formation in 1928.

## State Links

ONE of the recommendations which President Eisenhower made in his State of the Union message to Congress was that the inter-state highway system should be completed. The time given, ten years, seems to hark back to the President's ten-year programme introduced at about this time last year, and later thrown out by the House of Representatives.

The inter-state system is a special network which, although small in mileage (40,000 miles), is important because it links the chief cities of America, as well as 42 State capitals.

## Petrol Abroad

ALLOWING for variations in price and currency, some foreign petrol prices are given in a leaflet published by the United Steamship Co., Ltd., of Copenhagen. Costs per gallon in five countries are: Denmark, 4s 3d; Norway, 4s 4d; Sweden, 3s 10d; Finland, 3s 5d; Germany, 4s 10d.

The company's charge for conveyance of cars weighing 15 to 25cwt from Newcastle or Harwich to Denmark is £6 4s 6d. First class single fares for this trip are £10 7s 6d, and return fares are double. The company's agents in London are: The United Shipping Co., Ltd., 108, Fenchurch Street, E.C.3.



**UNIQUE JAGUAR:** the XK140 registration was first issued to a Rover in 1922. Mr. P. Landsberg obtained the number for his car by applying to the County Hall

## NEWS AND VIEWS . . .

### One Up

A WELCOME sign of experiment is evident in the plans for an office building to be constructed in Shaftesbury Avenue, London. Work has, in fact, already started. The car park, which the L.C.C. has ruled must be included in all new business premises, is to be on the first floor, thus leaving ground floor space for shops. Cars will reach the park by way of a ramp.

One wonders whether multi-storey garages to be seen abroad, where vehicles are packed like tin cans on shelves, have had any influence on the architects.

### Specialists for Australia

A SMALL party of specialized skilled craftsmen from the Austin Motor Co., Ltd., has left London by air destined for Australia, where they will be engaged in training workers in the B.M.C.'s assembly plants there.

### THE AUTOCAR

OWING to the dispute in the Printing Trade this issue has had to be reduced in size and copies may be late in reaching readers. To all who are inconvenienced in any way, we offer our sincere regrets in circumstances beyond our control.

### Export Opposition

EVIDENCE of the threat to British car exports is contained in the recently announced export figures of German manufacturers for 1955. The Volkswagen company exported more than half (177,591) of their total production of 330,000 vehicles. General Motors' German subsidiary—Opel—was second with a production figure of 185,340 cars and lorries; 53.1 per cent of this total was exported. The Borgward company manufactured 110,000 units, which was equivalent to their total production for 1953 and 1954. Mercedes production was 40 per cent higher than in the previous year with a total of 64,000 passenger cars.

One wonders where the story will end; but certainly the summit has not yet been reached. Volkswagen expect to exceed the 400,000 figure this year; Opel are spending 24 million pounds on a new plant; Borgward are exploring the possibilities of producing their vehicles in the United States; and B.M.W. are looking for 1,700 more workers for the Munich factory.

### April Adventure

THIS year's Little Rally, organized by the London Motor Club, Ltd., will be held on April 21.

### Car Assembly Begins

ASSEMBLY of C.K.D. shipments of Ford, Hillman, Chevrolet and Renault cars has started in Pakistan. The initial programme provides for work on 150 Fords and 100 Hillmans.

### Turbine Activities at Longbridge

EXPERIMENTAL work with a small gas turbine engine began at the Austin Motor Co. in 1949, and a brief progress report on the work undertaken during the last six years has been issued by the company. The research team is headed by Dr. J. H. Weaving, a former Austin apprentice.

The whole success or failure of the gas turbine engine in its application to automobiles appears to depend upon two important factors. First, a highly developed heat exchanger, which must be practical, cheap and light and have a life equivalent to that of the engine, is essential. This unit utilizes the heat of the exhaust gases to raise the temperature of the ingoing air and thereby improves thermal efficiency, to reduce fuel consumption.

An auxiliary feature of the heat exchanger is to reduce the temperature of the exhaust gases. It must be borne in mind that the air consumption of a gas turbine is approximately ten times that of the normal piston engine. For a 125 b.h.p. unit as developed by the Austin Company this would mean an air flow of 165 lb per minute, i.e., approximately 2,040 cu ft per minute. At high temperatures this could present a formidable problem under dense traffic conditions.

At the present state of the art the cost of a gas turbine for automobile use appears to be very high in relation to a piston engine of equivalent horse-power. The second problem seems to hinge on the ability to produce the compressor rotors and turbine wheels by precision casting with the lost wax process.

The Austin Motor Co. have made use of both these developments in their experimental units. However, Dr. Weaving issues a warning that the production of a cheap heat exchanger, light in construction, is one of the problems still to be solved. When this has been done and greater improvements in compressor and turbine efficiencies achieved, he foresees fuel economy

### Sales Drive

METHODS of increasing exports to North America and Canada are being discussed by the Dollar Exports Council, headed by Sir William Rootes, at a meeting with leading United States industrialists in Toronto. Following the discussions, Sir William will tour Mexico, Cuba and Venezuela for talks with Council representatives.

### Westminster Commentary

LAST Tuesday the House of Commons sprang to life again. The main business before the new Minister of Transport, Mr. Harold Watkinson, will be to shepherd the Road Traffic Bill through the remaining discussions in Committee stage. Before the recess, Mr. Boyd-Carpenter had tried to hurry this procedure, because the Bill showed signs of becoming bogged down in a mass of amendments and new clauses. It seems unlikely that the Lords will have it until well on into 1956.

Another measure with which Members will be confronted before long is the Monopolies Bill, likely to cause a great deal of interest both in Parliament and out.

comparable to that of diesel engines.

The Austin turbine is designed to run on diesel fuel as this is generally available throughout the country, and the Austin experiment has been to produce a unit that will ultimately be of use to the public.

The first tests of the compressor turbines commenced in 1951 and troubles were experienced with expansion of the blades. The first engine was equipped with two combustion chambers, but difficulty was experienced in obtaining simultaneous ignition. In 1952 the unit was redesigned, using only one combustion chamber, and since then it has given very satisfactory results.

The power unit is of the two-stage centrifugal compressor type with a free power turbine which, in turn, is connected to the transmission. The heat exchanger is placed between the second stage of the compressor and the burners. The unit has a maximum engine speed of 23,000 r.p.m., but a smaller engine under development for the Ministry of Supply is designed to run at 56,000 r.p.m.

The turbine blades are fastened to the rotor disc by drilling and pinning in a deep groove machined in the rim. This method is a simplification of the more usual "fir-tree" type of fixing used in aircraft practice. The individual blades are produced by the lost wax process, and the degree of accuracy is such that it has proved necessary to machine them only on the roots where they are fixed to the main rotor disc.

An engine was first installed in a modified Austin Sheerline and demonstrated in August, 1954. It was shown to the public last July at the company's jubilee celebrations.

This announcement from Longbridge must not be misconstrued; gas turbines are not just around the corner. The associated problems of production, weight and cost for a unit which will be competitive with the modern piston engine have not been underestimated in this report.

# JAGUAR

wins

## Monte Carlo Rally outright

*to add to these outstanding International successes*

INTERNATIONAL RACES

**LE MANS** (*Three Times*)

**T.T.** (*Twice*)

**RHEIMS** (*Twice*)

**SEBRING** (*Twice*)

INTERNATIONAL RALLIES

**ALPINE** (*9 Coupes des Alpes - 1 Coupe d'or*)

**R.A.C. Great Britain** (*Twice*)

**LIEGE-ROME-LIEGE**

**TULIP**

Congratulations to Mr. Ronald Adams  
and his crew on their outstanding per-  
formance with their privately  
entered standard production  
Mark VII Saloon.



LONDON SHOWROOMS : 88 PICCADILLY, W.I.

# MONTE CARLO RALLY

**1<sup>ST</sup> JAGUAR**

**2<sup>ND</sup> Mercedes Benz**

**3<sup>RD</sup> Sunbeam**

(Subject to official confirmation)

# ARGENTINE GRAND PRIX

**1<sup>ST</sup> FERRARI**

**2<sup>ND</sup> Maserati**

**3<sup>RD</sup> Maserati**

(Subject to official confirmation)



**all used**

# VANDERVELL BEARINGS AND BUSHES

*The largest producers of bearings and bushes in Europe*

VANDERVELL PRODUCTS LIMITED · WESTERN AVENUE · ACTON W.3 · LONDON

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## The Sport

**ONCE MORE**, the Monte was a magnificent event. Though a modern car, properly prepared, is well able to cope with 2,600 miles of the toughest possible road conditions, there still exists in the minds of most people an instinctive admiration for prolonged, day and night long distance travel; as long as the Monte retains those magnificent, far-flung starting points its glamour will continue undiminished. There is no doubt, however, that the nature of the event has altered—inevitably, as the reliability of cars has increased while the weather fails to suit its moods to the wishes of the organizers.

This year, as has so often happened in recent years, there was scarcely any snow or ice, the hazards being confined to tight time schedules over mountain roads and cols. This is fair enough. There would be no point in routing the cars over twice the distance of main roads; long before they suffered any ill effects the crews would be exhausted. When introducing tricky sections, however, it should be absolutely certain that the public are inconvenienced in no way whatever. The greatest danger to the sport at the moment is its effect on the public, and nothing will outrage people more than to see battered cars travelling fast on public—and open to the public—roads. The Mountain Circuit is a case in point and I, personally, would like to see it go—replaced perhaps by a speed event on a closed circuit or hill, such as are held in the Tulip Rally.

**AS THINGS** turned out this year, the circuit served very little purpose, the results being decided by the road sections and the brake test. The cars had already covered a very substantial road mileage, 600-odd of which were in extremely arduous conditions in which brakes were used to the full the whole distance. On arrival at Monte Carlo the brakes were further abused by a downhill acceleration and braking test. The cars were then locked away in the *parc fermé*, where no adjustments could be made.

The leading 90 were removed to carry out 150 miles of the most trying conditions of all—mountain roads which twisted and writhed up to 6,000 feet, down and up again, with several severe descents. Brakes, which in one or two cars were almost without linings, were given exceedingly severe treatment. Failure could have meant

disaster. Admittedly, any car that survives the event may well be a genuine source of pride to its manufacturer, but in so becoming it provides a source of danger to its crew. The various accidents that occurred and the signs of damage borne by many of the cars are evidence of the severity of the event.

**WHAT THE** answer is I am not certain. It is perfectly true that competitors know what they are in for and that it is up to them. It is perfectly justifiable to test brakes as part of the event—after all, the Monte has always been a proving ground for manufacturers. The Mountain Circuit, however, obliges drivers to test the cornering powers of the car under dangerous conditions—until in one or two cases the cars roll over.

**INCLUDED** in the several days of post-Monte activities was a high speed driving test along the length of the Quai Albert Premier. The test was confined to cars which had finished in the rally and was held on the Sunday. Drivers were required to accelerate along half the length of the quai, make a tight S turn round two markers, accelerate again to the end of the quai for a U turn and back through the markers to the finish line.

Louis Chiron's handling of the 2½-litre Gran Turismo Lancia through the pylons was splendid and it was only because of the greatly superior acceleration on the straight that Fabregas Bas' 300SL Mercedes made fastest time of one minute exactly.

Fastest British car was the A.90 driven by Raymond Baxter, which did a time of 1min 7.7sec.

**TOP-LINE** professional racing drivers are bound to their employers by contracts of widely differing form. Fangio, for instance, will receive from Ferrari a monthly salary of 700,000 lire for 12 months, plus a half of all starting and prize money. He and his wife will travel free, and he is insured for a maximum of 50 million lire in the

event of permanent disability. His life is insured for 30 million lire.

Stirling Moss, on the other hand, will receive two million lire from Maserati for each Formula 1 race in which he competes, but no starting or prize money; and the same firm will pay Jean Behra a lump sum of ten million lire for the whole season of Grand Prix and sports car events, together with a half of all starting and prize moneys.

**THE SEVEN - FIFTY MOTOR CLUB** has just produced a very comprehensive and worthwhile guide for specials builders, which is probably the most complete and authentic treatise on the subject for constructors of Austin Seven Ford and Ford Ten specials that has yet been printed. It has, in effect, been compiled from the technical articles which have appeared in the club's monthly bulletin during the past six years, and such experts as Colin Chapman, Jack French, Holland Birkin and John Moon are among the many people whose knowledge and experience have contributed towards it. This booklet can be obtained from the secretary of the Seven-fifty Motor Club (K. F. Welfare, 56, Harrow Road, Bedford, Middlesex) and the price is 6s 6d.

Judging by the number of queries which this office receives on the subject of building 750 specials, this guide should be in great demand.

**LOTUS OWNERS**, who are members of the recently formed Club Lotus, have been invited to organize and compete in a special event for that *marque*, to be contested in the hiatus between two other events during the March 25 race meeting at Snetterton, promoted by the Snetterton M.R.C.

This will be a wonderful opportunity for the Lotophagi to dice together without the distraction of a Cooper complex, and there will be classes for 1,100 c.c., 1,500 and 2-litre Lotuses (not, please note, Loti). The outright winner will be decided on a handicap basis. The club's committee has, incidentally, resolved to apply to the R.A.C. for affiliation.

**MIKE HAWTHORN**  
signing his contract  
with the Owen Racing  
Organization; he will  
lead the BRM team in  
the major Grand Prix  
events of the coming  
season





# Monte Carlo Rally



## SHELL Sweeps the Board

### General Classification

1st JAGUAR	R. Adams
3rd (equal) SUNBEAM	P. Harper
D.K.W.	N. Grosgeat

### Coup des Dames

1st PORSCHE	Mme. Blanchoud
2nd RENAULT	Mlle. Thirion

Team Prize  
(Charles Faroux Challenge Trophy)

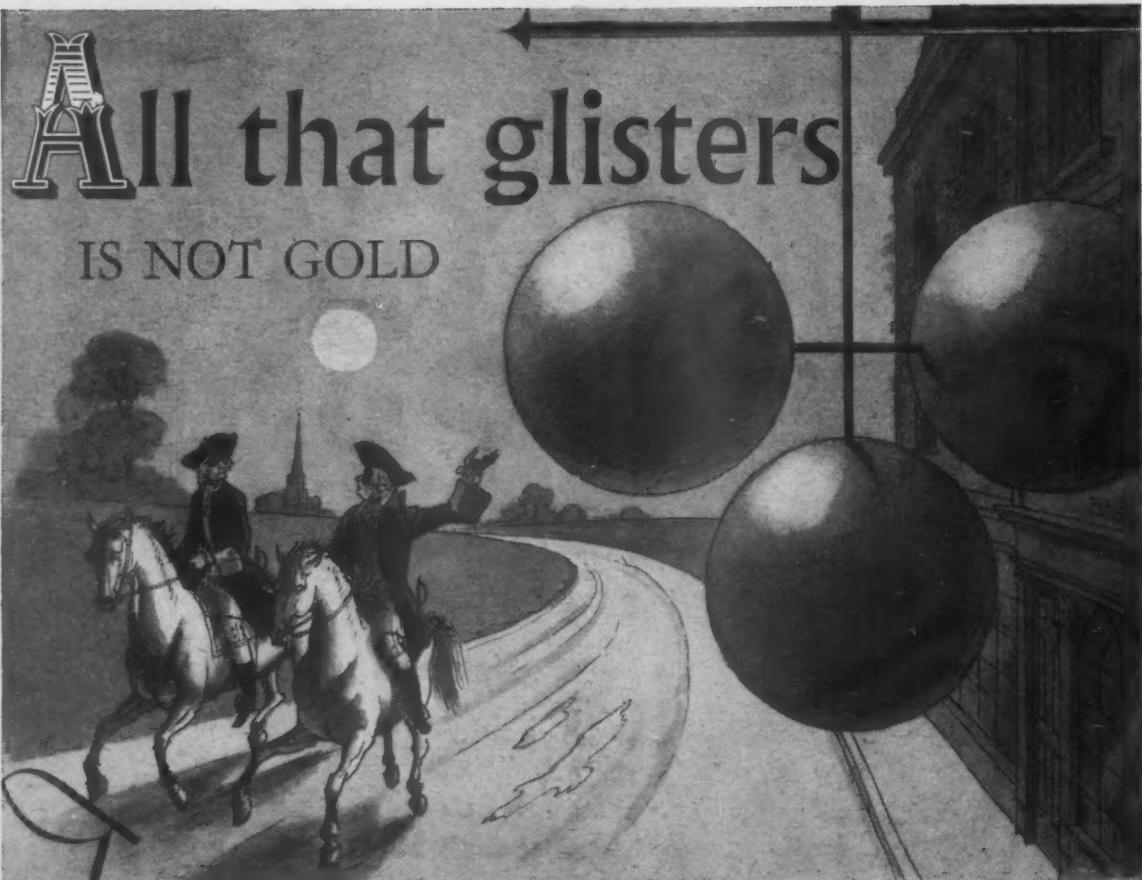
SUNBEAM  
and five class wins

All also using Shell with I.C.A.

(subject to official confirmation)

Three times in the last four years British cars have won the Rally. Each one used Shell petrol and Shell X-100 motor oil.

**SHELL X-100 MOTOR OIL—THE RIGHT PARTNER FOR SHELL WITH ICA**



**S**HREE GREAT golden balls glistened in the moonlight. "Zounds!" cried the First Robber — "there's as pretty a sight as ever I did see, all set out werry neat and orderly, and all a-ready for the taking of by two enterprising gents with an eye to business. Do you give me a leg, Skipper, and I'll part 'em from their moorings werry brisklike — afore ye can say Jack Ketch!"

"Tch!" murmured his companion, a man of sharper intellect and wider experience than honest Jeremy — "such simple faith is sadly misplaced, old friend. These globes are neither gold nor other precious metal, being wrought — probably in Birmingham — of brass. Hollow at that —" he added testily, rapping one of them with his cane. It gave out a dull, lack-lustre note.

Jeremy frowned. "Werry misleading and unethical," he muttered, "It's them sort of things from what man's ingratitood springs." He paused, pleasingly fuddled by his little rhyme.

"Speaking of springs," said the Captain darkly, and sounding suspiciously like an advertisement, "there's another bone of contention in this imperfect world. Did you know that the cheapest of springs may look every bit as good as the finest

quality spring, specially designed and made for ultra-high performance? And, like the three golden balls, it's only when you come to try 'em out that you find you've been conducted up the garden path. Truly 'All that glisters is not gold'! Which reminds me, I really must redeem Lord Hartlebury's timepiece..."

*Advertiser's Announcement*

*Don't take unnecessary risks...*

SPECIFY SPRINGS BY

**SALTER**

Famous for Springs since 1760

TO BE SURE!

GEO. SALTER & CO. LTD., WEST BROMWICH

M-W-431



# Another MINTEX Monte Carlo

Once more, British cars equipped with MINTEX Brake Liners took pride of place in the gruelling Monte Carlo Rally.  
And, once more, we take pleasure in offering our congratulations to . . . .

## FIRST AND OUTRIGHT WINNER

The Mintex-equipped

JAGUAR Mk VII Saloon

(R. J. Adams

F. Biggar

D. Johnston)

## WINNERS OF THE TEAM PRIZE (nominated cars)

The three Mintex-equipped SUNBEAMS driven by

Peter Harper

Jimmy Ray

Sheila Van Damm

David Humphrey

John Cutts

Anne Hall

Peter Elbra

John Waddington

Yvonne Jackson

(subject to official confirmation)

When high performance counts

# MINTEX

you can rely on BRAKE LINERS



*'Be there in ten minutes,'*

I promised. And then . . .

How was I to tell that my starter battery would let me down at that crucial moment? I didn't know then what I know now—that cold weather and long, dark nights can play havoc with a battery, unless it is a very good one. That's why my garage recommended a Crompton. It's built to give peace of mind even in the worst winter weather.

Ask your garage for a

**Crompton**  
BATTERY



*The standard starter battery with the best guarantee of all.*

MADE BY CROMPTON PARKINSON LTD.

People don't realise how much power worn valve springs waste.

Until they put in a new set of Terry's!

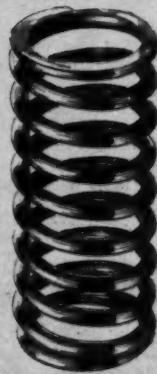
The difference then is quite astonishing on hills, when passing traffic, in better M.P.G.

**miles  
more  
pep**

Wise motorists specify Terry's when new valve springs are needed.

Made by Britain's leading spring specialists they are therefore that much better. Every good garage keeps them.

refit with **TERRY'S** aero valve springs



**TERRY'S IGNITION TOOLS**

Combined spanner and screwdriver for points, coil and distributor nuts and screws. 1/8 each.



**TERRY'S BATTERY TERMINAL REMOVER**

Strong, light, chromium plated finish. Will pull the most obstinate terminal. 5/- each.

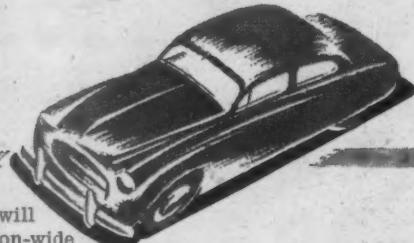


**TERRY'S MAGNETO SPANNERS**

The 'Midget' has 8 different spanners, a '1/2 foot' gauge and a screwdriver. 2/- each.

# 10,000 miles from

*now... you'll be glad \**



Long after you have bought your used car at Henlys you will be congratulating yourself for dealing with a firm whose nation-wide reputation is built solely on RELIABILITY! Henlys make car buying SAFE... with 4 months' guarantee, 7 days' trial—and the fullest hire purchase terms are available. Examples from our current stock:-

1954 ARMSTRONG SIDDELEY Sapphire saloon, pre-selector gearbox, heater, etc., twin carburetors. Very pleasing appearance and performance. Two-tone green with green interior.....	£995	1954 JAGUAR XK.120 fixed head coupe, heater, high lift cams, twin exhausts, etc. A superb example. British racing green with grey interior.....	£1,045
1954 AUSTIN Princess saloon, radio, heater, etc. A specimen car, in outstanding condition. Black with biscuit interior.....	£1,675	1951 JAGUAR XK.120 sports tourer. Radio, twin foglamps. A first class example for the year. Red with beige and red interior.....	£775
1954 AUSTIN A.70 Hereford saloon, heater, fog-lamp, screen washers, loose covers. Chassis undersealed. An excellent example. Blue with blue interior.....	£595	1954 ROVER 90 saloon. Heater, etc., radio, spot and fog lamps, wing mirror, wheel trims, whitewall tyres. Very carefully used and maintained. Two tone grey with grey interior.....	£995
1955 AUSTIN A.50 de luxe saloon, radio, heater, wing mirror, loose covers. Very carefully used. Grey with red interior.....	£675	1953 ROVER 75 saloon, heater, etc. Twin spot lamps. Extremely well-kept. Green with green interior.....	£825
1954 FORD Zodiac saloon, heater, spot and fog lamps, wing mirrors, whitewall tyres, etc. Chassis undersealed. In excellent order throughout. Grey and green with matching interior.....	£665	1952 STANDARD Vanguard saloon. Radio, heater, loose covers, wing mirrors. A genuine and well maintained car. Black with fawn interior.....	£495
1955 HILLMAN Californian saloon, heater, wing mirrors. An immaculate and distinctive car. Black and ivory with red interior.....	£695	1955 SUNBEAM TALBOT 90 convertible coupe. Heater, whitewall tyres, wheel trims, etc. An attractive and immaculate car. Grey with maroon interior and black hood.....	£1,045
1954 HUMBER Super Snipe touring limousine, radio, heater, demister, fog lamp, wheel trims. Faultlessly maintained. Grey with red interior.....	£825	1955 VAUXHALL Cresta saloon. Heater, whitewall tyres, wheel trims, etc. Completely unmarked. Grey and cream with red and cream interior.....	£795
1954 JAGUAR Mark VII saloon, overdrive, heater, etc. In beautiful condition throughout. Battleship grey with grey interior.....	£1,075	1955 WOLSELEY 6.90 saloon. Radio, heater, twin fog and pass lamps, wheel trims, screen washers. As new. Dark grey with maroon interior.....	£975



*you'll be glad you went to*

# HENLYS

*England's Leading Motor Agents*

Henly House, 385 Euston Road, London, N.W.1  
Tel: EUSton 4444

Devonshire House, Piccadilly, W.1. Tel: HYDe Park 9151  
Henlys Corner, North Circular Road, N.W.11  
Tel: FINchley 0081

Parkway, Regents Park, N.W.1. Tel: GULLiver 5721  
Henlys Roundabout, London Airport, Hounslow West  
Tel: HOUnslow 3454

Great West Road, Nr. Chiswick Roundabout, Middlesex  
Tel: EALing 3477

The Square, Bournemouth. Tel: Bournemouth 6314  
Cheltenham Road, Bristol. Tel: Bristol 21326

Victoria Street, Bristol. Tel: Bristol 27757

182 London Road, Camberley. Tel: Camberley 77

1-5 Peter Street, Manchester. Tel: BLAckfriars 7843

A. Mulliner Ltd., Bridge Street, Northampton

Tel: Northampton 907

LARGEST JAGUAR AND ROVER  
DISTRIBUTORS

# Autocar

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### CLASSIFIED ADVERTISEMENT RATES

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**PRESS DATES**—First Post Tuesday for Used Cars for Sale and Wanted, Spares and Services. Trade Advertisements are accepted by telephone up to 12 noon, Waterloo 3333. All other classifications close for press first post Friday. Advertisements that arrive too late for a particular issue will automatically be inserted in the following issue unless accompanied by instructions to the contrary.

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## USED CARS FOR SALE & WANTED — SPARES & SERVICE

### A.C.

**1955** A.C. Aceca, 8,000 miles, heater, radio, as new. £1,475; consider larger car in exchange. —Clarke, Upplands 9381. [C3068]

**K**EEP in touch with Rudds of Worthing, the Sussex Distributors for used Aces and Acecas; present stock includes 2 outstanding 1955 specimens from £1,185. terms, exchanges. Showrooms ad. Central Station, Worthing 7773-4. [C1769]

A.C. Aceca to 1956 specification with chrome wheels. —Michelin X tyres and heater, first registered 23/11/54, mileage 2,000, has not exceeded 50 miles per hour, genuine reason for sale; here is a chance to obtain one of these most roadworthy cars purchased today at a saving of many hundreds of pounds; h.p. arranged.

DART exchanges welcome.

**CAMERON & CAMPBELL**, Ltd., 171-181, Bothwell St., Glasgow, G.2. Tel. Central 4121. [C1813]

**A.C. Cars Wanted** OPEN or drop head 1956 or later, privately, Surrey details, price.—Box 8897.

### ALFA-ROMEO

**£290**—1939 Gran Turismo 3.3-litre (16hp), aero-dynamic coachwork fitted 1953; written guarantee, £75 deposit; exchanges. —Searie, Ltd., 25, Church St., Hampton. Molesey 2142-4. [C1406]

### ALLARD

FACTORY serviced Allard cars your wisest buy; always a good wheelbarrow at competitive prices; DILLARDS MOTORS, Ltd. (main Allard distributors), A.43, Acme Lane, Brixton, London, S.W.2. Brixton 6451. [C10912/R]

**1951** Allard J2 de Dion, rear axle ohv engine, really goes; £335, exchanges, terms. —Cuffs Garage, 20, Gloucester Rd., London, N.1. [C10912]

**£398**—Allard sports saloon 1951, spotless interior, one owner, excellent cellulose; many others. —Benmotoors, 1, Clarendon Rd., W.11. Park 5066-7 & Park 2971. (50 yards Holland Park Tube.) [C1017 & C1018]

### ALVIS

**GATEHOUSE** offer:—

**1950** Alvis 14/75, black, fitted heater, in really first-class condition. £625.

**1949** Alvis in first-class condition, black and silver; £575.

**1948** Alvis 14 TA drop head coupe, dual colour; £420.

**1948** Alvis 14/75, radio, two owners, B.R. green; £525.—Gathouse Motors, Ltd., Highgate Village, London, N.6. Tel. Mountview 4444. [C2021]

**A. FREEMAN**, Ltd., offer:—

**1954** Alvis TC 100 saloon, radio, etc.; choice of several. —Box 8897.

**GROSVENOR GARAGE**, Burnage Lane, Manchester, G.19. Tel. Rusholme 2374-5. [C1206]

**BROOKLANDS**, wholesale and retail.

**NEW** 3-litre Graber saloon enquiries.

**1955** Alvis 3-litre TC 21/100 saloon, radio.

**1954** Alvis 3-litre TC 21/100 saloon, radio.

**1954** Alvis 3-litre standard saloon, radio.

**1953** Alvis 3-litre standard saloon, radio.

**CONFIDENTIAL** terms; exchanges.

**103.** New Bond St., London, W.1. Mayfair 8351. [C1029]

**WESSEX MOTORS**, New St., Salisbury.

**1951** Alvis 3-litre saloon, heater, Ace Rimbella hills, wing mirrors, foglamp, in immaculate condition; black with red leather. —TELEPHONE MR. Gray, Salisbury 3275. [C14087]

**DENHAMS GARAGE** (Esher), Ltd., offer:—

**1950** Alvis 3-litre sports saloon, May, 1951, superb A example, fitted radio, heater, screen washers; £625. —High St., Esher, Surrey. Tel. 2021. [C1100]

**CHEAM MOTOR & ENGINEERING** Co., Ltd., offer:—

**1950** Alvis sports saloon 14hp, black and red leather, fitted with H.M.V. push-button radio, twin horns and twin foglamps. 30,000 miles, late property of very careful owner, this car is in exceptionally fine condition throughout; £585.—Ewell Rd., Cheam, Sutton. [C10912/R]

**1949** Alvis 14 shooting brake, beige with oak, fully equipped, many extras; £375.

**BOTTOMGATE MOTORS**, Ltd., Bolton Rd., Darwen, and Bottomgate, Blackburn 5064. [C3082]

### ALVIS

**1937** Alvis Silver Crest, unrepresentable; £119.—Jack Posner (Automobiles), 395, Hendon Way, N.W.4. Hen. 8041-2. [C3065]

**1948** Alvis 12-10 sports saloon, engine overhauled, good condition; £220.—O. W. Wilkinson, 1, Weston Park, King's Lynn. Kin. 6104. [C4053]

**M**ATCHLESS GARAGES, Ltd.—1935 14hp Firebird drop head foursome, blue, leather upholstery, smart car in excellent condition throughout; £100.—Balderston St. W.1. Mayfair 5104/5. [C3003]

**£645** red interior, heater, etc., magnificently maintained example.—O. S. Hall, Ltd., 303, King St., Hammerton, W.6. Riverside 2681. [C1429]

**CASSIS MOTOR MART**—1930 Alvis 14/70 saloon, black & h. & h. genuine 36,000 miles, unblemished. £65.—Written guarantee—5, Warren St., W.1. Euston 4110. [C1040]

**MAFFAI** COUNTRY CARS—1948 (December) Alvis 14 utility, coachwork by Larks, fitted radio, superb condition; £205.—7, George Grosvenor Grove, S. W.1. Mayfair 0131. [C3008]

**TANKARD & SMITH**, Ltd., offer: 1952 series Alvis 3-litre saloon, black/red, 32,000 miles; really excellent condition; £725; 5 months' written guarantee.—194-196, Kings Rd., Chelsea, S.W.3. Flaxman 4801. [C1045]

### AMERICAN CARS

SIMPSON'S offer:—

**1955** r.h.d. Dodge V-8 Royal, Hydramatic drive, power brakes, r. & h. all extras. Ford Victoria hard top, all extras.

**1954** Plymouth shooting brake, r. & h., signals, 6 passengers, powder blue.

**1948** Plymouth 2-door, all extras.

**1951** Ford Customline, r. & h., one owner.

**1949** r.h.d. Chevrolet, r. & h. all extras.

**1955** r.h.d. Chevrolet Bel Air, V-8, r. & h., all extras.

**1952** Pontiac Catalina, Hydramatic drive, radio and heater, all extras.

**1950** Oldsmobile 6-cyl. 4-door saloon, radio and heater, all extras.

**1948** Chevrolet 2-door, r. & h., all extras.

**1950** Pontiac Catalina, Hydramatic drive, radio and heater, all extras.

**1949** Ford Custom convertible, r. & h., all extras.

**1953** Nash Rambler, r.h.d., r. & h., all extras.

**AMERICAN** Continental and English cars taken in exchange.

**SIMPSON'S CARS** (WEMBLEY), Ltd. (American Car Specialists), 345, High Rd., Wembley 8691/3903. [C4015]

**PEDIGREE CARS** offer:—

**1955** Oldsmobile Rocket Super 88 electric drop head coupe, hydramatic, radio, heater; £2,350.

**1953** Fordomatic Country Esquire, 9-seater, 4-door sedan, electric car, radio, heater; this car must be seen; £1,200.

**1952** Nash Rambler Country Club saloon, right-hand drive, radio, heater, double electric overdrive; £225.

**1951** Buick super electric drop head coupe, very good, radio, heater, immaculate; £1,095.

**1950** Nash Airflight six-cylinder ohv hydramatic streamline saloon, extremely pretty design, immaculate two tone; £625.

**1949** Studebaker Champion electric drop head coupe, radio, heater, overdrive, new wood, repainted; £275.

**WE** accept English cars in exchange.—340, Euston Rd., N.W.1. Euston 7889. [C3093]

**1949** Lincoln sedan, electric windows, radio, heater, overdrive, Whitewall tyres, lovely car; £495.

**1949** Ford Custom, 1949, New Look, saloon, 1834 cc, £1,000 extra.

**£435** sale includes £100 extras, fast, roomy, 100% reliable, 21 mpg.—12, Windsor Rd., Parkstone (Tel. 4884). Dorset. [C1430]

**JOE THOMPSON MOTORS**, Ltd., offer a selection of late model cars in excellent condition at competitive prices, see details under Classified headings, to be seen at our showroom—91-95, Fulham Rd., South Kensington, S.W.3. Kensington 4858. [C4028]

**ARMSTRONG SIDDELEY**

**1947** Armstrong Typhoon, reconditioned and re-sprayed; £315.

**BERTRAM COWEN**, Ltd., Hermitage Lane, Streatham, S. W.13. Tel. 2100. [C1720]

### ARMSTRONG SIDDELEY

**P & J** PASS & JOYCE, Ltd. (England's largest distributors) offer:—

**1954** Armstrong Siddeley Sapphire, radio, Langham grey; £995.—184-186, Great Portland St., W.1. Museum 1001. [C3033]

**BENTALLS**, Ltd. offer:—

**1948** Armstrong Typhoon; £330.

**1947** Armstrong Typhoon, black, beige upholstery; £205.

**1946** Armstrong Hurricane, black, brown upholstery, stereo, radio, heater; £385.—Kingston-on-Thames 1001. [C1095]

**A1** Armstrong Typhoon; £200.

**1953** (Sept.) Armstrong Siddeley Sapphire saloon, black with red leather, H.M.V. radio, heater, etc. —**W. J. BROWN**, Ltd., 339, Finchley Rd., N.W.3. [C1025]

**A.I. GARAGE**, Ltd., offer:—

**1955** (June) Sapphire, automatic transmission, radio, 6,000 miles, one owner, as new, elephant grey, red upholstery.

**A.I. GARAGE**, Ltd., 14-16, Childs Place, Earl's Court Rd., S.W.5. Tel. Fremantle 8181. [C1024]

**1949** Armstrong Hurricane, immaculate condition, black, grey, red, recently overhauled; £375.

**SCOTT**, Ltd., 341-347, Finchley Rd., London, N.W.3. Tel. Hampstead 7779/9676. [C4016]

**1931** Armstrong Siddeley 11.0hp, breaking up for spares.—Hemmings, White House Farm, Ivy Hatch, Sevenoaks, Kent. Tel. Tiverton 316. [C1072]

**1947** Armstrong Siddeley Sapphire saloon, electric, superb condition; £1,025.—Park Garage (Molesey), Ltd., Hampton Court Way, Molesey, Surrey. Tel. Molesey 6195. [C3037]

**ARMSTRONG SIDDELEY** Sapphire, 1954 series. Offered December, 1953, clean, steel box, one careful owner; driver: accept £900 or near offer; via Central London.—Tel. Sloane 6515.—Box 872. [C1091]

**1955** Armstrong Siddeley Sapphire saloon (April 1955), automatic gear box, 15,000 miles, dual grey, beige, cream, black, white, maroon, etc. —Bentalls, S. W.1. (Maryhill 4404). [C4022]

**1947** series Armstrong Hurricane, 3 owners, grey, plastic hood, 4 good tyres, Fram filter, good Exide battery, car in very fair condition; £275.

**J. DAVIS**, Ltd., 180-4, Kensington High St., W.8. [C1069]

**ARMSTRONG SIDDELEY** Sapphire, automatic 1956 model, 500 miles only, tested and insured until the end of 1956; to-day's list price £3,107. Will accept £1,900 or exchange. Finance could be arranged.—Box 8897. [C1064]

**A. RAYNER SIMONS** & Co., Ltd., 1952 Armstrong Whitely 6-lit. salin., blk./brn. leather, manual gear change, nominal mileage, one owner, excellent condition; £595.—93, Off. Portland St., W.1. Lan. 1343. [C4013]

**1947** Armstrong Hurricane dark green coupe, excellent condition, two owners, professional gentlemen, heater, really specimen car; £325. Exchanges, terms.—330, Kingston Rd., S.W.2. Liberty 2657. [C1091]

**G & M ALFREDS** (1936), Ltd.—1952 (August) heater, loose covers, small mileage, one owner, much above average; £635.—5, Warren St., W.1. Burton 3268. [C1005]

**WALTER SCOTT**, Ltd., offer 1954 Armstrong Whitely 6-lit. salin., blk./brn. leather, twin carburetors, radio, heater, mirrors, loose covers, Michelin X tyres, 13,000 miles, indistinguishable from new, one careful owner, £995; also new Sapphire at pre-Budget price.—39, College Cresc., Hampstead, N.W.3. (Swiss Cottage Tube). Primrose 5914. [C4006]

**A. BURSTON**, Whitely, 1950, black, one owner, and was one of four cars, virtually unused and definitely unmarked, fitted manual gear box, any inspection or trial invited; £475. Terms and exchanges.—Barts of Birmingham, Tel. Birmingham Highbury 5306.

**ASTON MARTIN** BROOKLANDS, wholesale and retail.

**NEW** Aston Martin DB3S for delivery; also Mark I 3-litre DB2-4 saloon.

**1954** Aston Martin DB2-4 saloon, Al-Pin drum, stereo, etc., excellent radio.

**BUY** or sell with confidence; exchanges.

**103**, New Bond St., London, W.1. Mayfair 8351. [C1023]

## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## ASTON MARTIN

**A** CLAND & TABOR, Ltd., Welwyn By-Pass, Herts, Welwyn 481-2-3, offer:-  
**1955** (Nov.) 2½-litre Austin Martin DB2-4 3-litre saloon, finished in light green, radio, heater, immaculate condition throughout; £1,750. maximum h.p. terms available. [C1001]  
**1952** (September) Austin Martin DB2 sports saloon, green, one private owner only, in immaculate condition throughout; £1,225.—W. P. Maidens, Bedford, Beds. [Tel. 138-1913]  
**ASTON MARTIN** 1955 saloon, blue, blue leather. A heater, 9,000 miles, very carefully used by fastidious owner; absolutely immaculate; £2,150. or would exchange with cash adjustment for Mark II four-door saloon. [Tel. 138-1913]  
**1954** Austin Martin DB2-4 sports saloon, black with cream leather upholstery, fitted H.M.V. radio, heater, screenwashers, spot lamps and 4 new Dunlop speed tyres, in immaculate condition maintained by ourselves, considerate car in exchange; £1,725.—R. Hermitage, Hermitage, Newbury, Berks. Hermitage 232 or Newbury 2003 during business hours. [1725]

## AUSTIN 30

**W** W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621, offers:-  
**1954** Austin A30 2-door saloon, black with beige upholstery, low mileage, one owner, excellent condition; £410.  
**W. HAROLD PERRY, Ltd.**, 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621. [C3042]  
**WESSEX MOTORS**, Bridge St., Andover.  
**1954** Austin A30 4-door saloon, heater, loose covers, grey with blue interior.  
**TELEPHONE** Mr. Barnett, Andover 2326.

**1955** model A30 Austin saloon, 2-door; £280.

**GEOFFREY NEWMAN & Co.**, 369, Euston Rd., London, N.W.1. Euston 4462.

**1955** Austin A30, black/beige, 5,000 miles; £485.

**1953** Austin A30, beige/red, 4-door, heater; £425.

**NAYLOR & ROOT, Ltd.**, 25, East Hill, Wandsworth, S.W.16. (Few minutes Clapham Junction). [Tel. 2252]

**1954** Austin A30 2-door sal., fawn, spotless; £425.

**BEETRUE COWEN, Ltd.**, Hermitage Lane, Streatham, Tel. 2100.

**A30** Tel. Eust. 1977, beige, red upholstery; £385.

**AUSTIN** A30 2-door saloon 1954, green with green upholstery, fitted with heater, 9,000 miles, one careful owner; £2425.

**AUSTIN** A30 2-door saloon 1954, black with red upholstery, fitted with heater, 16,000 miles; £210.

**OXFORD & CLARKE**, 1955 Austin A30 4-door saloon, 7,000 miles; £429. 1954, 8,000 miles, heater; £419.—Stockwell Rd., 22, Brixton, S.1.

**1954** Austin A30 2-door, small mileage; £420.

**1954** Smith & Hunter, 376, Kensington High St., W.14. Western 2312.

**1955** Austin A30 4-door saloon, one owner; £445.

**1955** Austin A30 4-door saloon, one owner; £445.

**H-POWER** Twin carburetor conversion gives

"H-fantastic performance with economy"; £33 fitted, including modified cylinder head, etc.; send for data and prices etc.

**ALEXANDER ENGINEERING Co., Ltd.**, Haddenham, Bucks. Tel. 345.

**1955** Austin A30 4-door saloon, grey, red leather.

£5,000 miles only, indistinguishable from new, guaranteed; £475.—Kings Motors, 1, High St., Hounslow. [Tel. 5532].

**1954** Austin A30 4-door, one owner, 8,000 miles only, extra very clean throughout, any inspection invited; £445. Below.

**1953** Austin A30 4-door saloon, black/brown interior, one owner, loose covers 5,000 miles only, immaculate throughout; £410. Tel. 4-9999. B.M.C. warranty.—Trinity Cars, S.W.18. Vandyke 1166. [C4034]

## AUSTIN EIGHT

**1947** (September) Austin 8 4-door sunroof de luxe

saloon, 2 owners, nice condition throughout; £285.—Col. 7542.

**1947** Austin 8 saloon, a very sound clean car;

2 from £295.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [O4019]

**AUSTIN A40**

**BENTALLS, Ltd.**

**1952** Austin A40 Somerset, blue, beige upholstery, sliding side, heater; £495.—Kingston-on-Thames, Kingston 1001. [C1093]

**CAR MART, Ltd.**, 320, Euston Rd., London, N.W.1. Euston 1212.

**B. J. HUNTER, Ltd.**, offer:-

**1956** series Austin A40 saloon, works mileage only; £710. Below.

**1953** Austin A40 four-door coupe, excellent condition, unmarked; £549. Below.

**1953** Austin A40 saloon, late director's car; £525.

**B. J. HUNTER, Ltd.**, 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C3040]

**1952** Austin A40, black/beige, one careful owner; £395.

**NAYLOR & ROOT, Ltd.**, 25, East Hill, Wandsworth, S.W.16. (Few minutes Clapham Junction). [Tel. 2252]

**SIMPSON'S MOTORS (WEMBLEY), Ltd.**, English Car Sales Division, offer:-

**1951** Austin A40, reconditioned engine; £380.

**1952-3** Austin Somerset, one owner, heater; £385-395. High Rd., Wembley, Middx. [C4015]

## AUSTIN 40

**AUSTIN** London distributors.

**1954** Austin A40 Somerset saloon, heater; £535.

**1955** Austin A40 Cambridge saloon, heater; £530.

**CAR MART, Ltd.**, 320, Euston Rd., London, N.W.1. Euston 1212. [C1093]

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**1952-3** Austin Somerset, one owner, heater; £385-395. High Rd., Wembley, Middx. [C4015]

## AUSTIN A40

**1954** Austin A40 de luxe, sunshine roof; £515. Ashford, Middx. 2084. [1760]

**AUSTIN** A40 Devon saloon 1951, green with brown leather upholstery, fitted with heater; £525.

**AUSTIN** A40 Devon saloon 1951, green with brown leather, sliding roof and heater, 18,000 miles; £475. Offord, Welbeck 6899. [1762]

**1954** Austin A40 coupe, 15,000 miles, heater, etc. as new. Tel. Deangate 5325-6. [C2028]

**GREEN ZONE**, 2nd Floor, 208, Deansgate, Manchester. Tel. Deansgate 5325-6. [C2028]

**£435**!!—Austin A40 Somerset 1953 model, heater, excellent condition; terms exchanges—Perkins 0580. [1753]

**AUSTIN** A40 Countryman, heater, immaculate condition; £525. Owen (London), Ltd., The Hyde, Hendon, N.W.9. Tel. Colindale 5165. [C0986]

**AUSTIN** A40 Somerset sunshine saloon, beige/beige, radio, heater, excellent condition; £525. Tel. 2084. [C1035]

**1951** model Austin A40 saln. de luxe, grey/blue leather, heater and sunroof, excellent condition; £525. Tel. 2084. [C1035]

**1954** (July) Austin A40 Somerset, black, heater, £525. Tel. 2084. [C1035]

**1954** Austin A40, really beautiful condition; £520. Tel. 2084. [C1035]

**ARCHIE SIMONS**, Co., Ltd., 1954 Austin Somerset 1953 model, heater, £525. Tel. Kensington 1126. [C1035]

**AUSTIN** A40, blue/blue leather, fitted heater, one owner, nominal mileage, immaculate; £525.

**1951** model Austin A40 saln. de luxe, grey/blue leather, heater and sunroof, excellent condition; £525. Tel. 2084. [C1035]

**1954** (June) A40 Somerset coupe, 15,000 miles, seat covers, unblemished; £525. Campbell Symonds, Wembley 6262. [C1035]

**1951** (November) 0.8.5 A40 saloon, green, hide, heater, sliding roof, etc. one owner; £525. Tel. 2084. [C1035]

**1955** Austin A40 Cambridge, black, heater, choice of 3, low mileage; £525. Cordon Cars, London, E.1. Tel. Highgate 6561. [C1035]

**1953** Austin A40 four-door coupe, heater, £525. Tel. Putney 1127. [C1035]

**1954** Austin A40 Countryman, £525. Tel. Maldenhead 5321. [C1031]

**1953** (June) Austin A40 Countryman, immaculate condition; £525. Tel. 2084. [C1035]

**1955** Austin A40 Cambridge, black with red trim, fitted heater, £525. Tel. 2084. [C1035]

**1954** Austin A40 saloon, heater, £525. Tel. 2084. [C1035]

**1954** Austin A40 saloon, heater, £525. Tel. 2084. [C1035]

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## AUSTIN SIXTEEN

**H-POWER**, Hartree, Hartree. We build bearing or deck on the 16 chassis. Brochure available.

**AFFEY AND SAUNDERS (COACHBUILDERS), Ltd.**, Station Approach, Kew Gardens, Richmond 1161. [C1022]

**1948** Austin 16hp saloon, one owner from new, very clean; £225. Tulse Hill Motors Ltd., 26, Tulse Hill, Brixton, S.W.1. Tel. Tulse Hill 7106. [C4071]

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**AUSTIN</b**

## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## AUSTIN A125 &amp; A135

CAR MART, Ltd.

AUSTIN London distributors.

**1955** Austin A135 Princess l.w.b. limousine, radio, heater, numerous extras, black with brown upholstery; £2,450.

Austin A135 Princess saloon, sliding head, radio, heater, radio; £895.

CAR MART, Ltd. 382, Streatham High Rd., S.W.16.

Streatham 0054. [C1039]

**1950** Austin Sheerline, radio, heater, perfect condition; a bargain; £375.

SCOTT CARS, 541-547, Finchley Rd., London, N.W.3.

Tel. Hampstead 7779/8676.

Austin Sheerline, black, one owner, low mileage, immaculate order; £795.

GORDON CARS (LONDON), Ltd. Highfield, Russell

Parade, Golders Green Rd., N.W.11. Speedwell

0761. [C2023]

H. HEARNES, Hearnies, Hearnies. We build bears and

decks on the Princess. Brochures available.

A LPE AND SAUNDERS (COACHBUILDERS), Ltd.

Station Approach, Kew Gardens, Richmond 1161.

AUSTIN Sheerline 1949, radio and heater, remarkable condition; £440—Arnold 2246.

**1950** Austin Sheerline, usual radio and heater, one owner, very good condition throughout; £455.

GARAGE SERVICE CO., Ltd. 1013, Finchley Rd., Golders Green Rd., N.W.11. Tel. Golders 2692. [C1019]

SIMPSON'S MOTORS (WEMBLEY), Ltd. England

Car Sales Division, offer;—

**1950** Austin Sheerline; £415—355. High Rd., Wembley, Middle, Tel. Wembley 4422.

1952 Austin Princess saloon, black with beige upholstery, fitted radio and heater; £850.

UNIVERSITY MOTORS, Ltd. 50, Piccadilly, W.L. Grosvenor

4141. [C1033]

## AUSTIN HIRE CAR

**1952** Austin hire car, taxi type, finished in black, one company owner, not used for hire; £500.

ERIC HAYES, Ltd. 13, Bishop's Bridge Rd., Bedf

ordington, W.S. Ambassador 5266. [C2033]

## AUSTIN MISCELLANEOUS

5½% Hire Purchase charge on Austin, all models in stock; we can offer these attractive terms because we finance our own agreements.—Saville Abbott &amp; Co., Wickham Rd., Beckenham. Tel. 1930.

1798

## AUSTIN-HEALEY

**£675** —Austin-Healey, 1954, black, red hood, good condition, pl. pleasure use only.—Penbury 212.**1955** (October) Austin-Healey 2,000 miles, radio, heater, 4/d, as new; £1,000.—A. Owen (London), Ltd., The Hyde, Hendon, N.W.9. Tel. Colindale 3185. [C1039]

1953 (November) Austin-Healey 100, with overdrive and heater, red, black leather, not needed, exceptionally good condition; £695.—Bell Service Garage, 144, London Rd., Kingston-on-Thames, Kingston 11016. [C1016]

1955 Austin-Healey, in red and black, one enthusiastic owner, low mileage and fitted radio, heated overdrive, seat covers, chrome luggage grid and many other extras, cost over £1,200, now wonderful value at £325.—Hillwood Motors, Mill Hill (London) 4232. [C1745]

BENTLEY (3½, 4½-litre and New 4½-litre)

C

M

CAR MART, Ltd.

1953 Bentley 4½-litre Hooper sports saloon, radio, heater, passed manufacturer, black and grey with grey upholstery; £3,950.

1953 Bentley 4½-litre R-type sports saloon, sliding head, radio, heater, passed manufacturer, grey with grey upholstery; £3,350.

1952 Bentley 4½-litre H-type big boot sports

saloon, sliding head, radio, heater, grey with red upholstery; £2,950.

CAR MART, Ltd. Gloucester House, 150, Park Lane, W.1. (Corner of Piccadilly). Grosvenor 3434.

RIPPON.

RIPPON.

RIPPON BROS., Ltd.

THE Northern Bentley and Rolls-Royce specialists.

T always have a good selection of used Bentley and

Rolls-Royce cars in stock.

WRITE, call or telephone.

RIPPON BROS., Ltd., Huddersfield 7070 (10 lines).

R Also at Bradford, Sheffield.

L LEEDS, Bradford, Sheffield.

[0906/R]

H. R. OWEN, Ltd.

FROM our large and comprehensive stock we have

chosen the following cars as examples:—

**1955** R-type standard saloon, finished in black with grey hide upholstery, fitted with automatic gearbox; £3,916.—Bentley Continental saloon by H. J. Mulliner, finished

1954 in dark green with beige hide upholstery, registered May, immaculate condition and fitted with many extras, including centre gear change; £4,200.

1951 in dark green with green hide upholstery; fitted with many extras, and has had complete overhaul; 2 others.

WE are interested in the purchase of Bentley cars

and we will communicate from owners who have such vehicles for disposal.

H. OWEN, Ltd. 17, Berkeley St., London, W.1.

Tel. Mayfair 3060. [C1032]

M ASCOT MOTORS, Ltd., offer;—

ROLLS-BENTLEY saloons; choice of 3; from £595.

R 237—245, Kensal Rd., Ladbroke Grove, W.10. Lad

broke 1231-2. [C1007]

WESSEX MOTORS, New St., Salisbury.

1952 Bentley 4½-litre standard saloon, large boot, small mileage, careful owner, grey with maroon leather; £2,850.

TELEPHONE Mr. Moles, Salisbury 3275.

[C1007]

## BENTLEY (3½, 4½-litre and New 4½-litre)

J

B

JACK BARCLAY, Ltd.

EXCLUSIVELY for Rolls-Royce and Bentley.

LARGEST official retailers in the world; please write

for stock list.

JACK BARCLAY, Ltd., Berkeley Sq., May, 7444 (open

until 7 p.m.). Tel. 4464.

P.B., Ltd., offer;—

1937 4½ Bentley Park Ward saloon, with boot and

sunshine roof, black, grey leather, all in excellent condition.

PADDON BROS., 60, Cheval Place, South Kensington, S.W.1. Tel. 9477/7478. [C1033]

JACQUIN, Ltd., offer;—

1947 Bentley Mark VI standard steel saloon; £1,350.

1938 series KT 4½ James Young drop head, most attractive car; £695.

1937 series HK 4½ Park Ward saloon, radio, £695.

1936 3½ Bentley 2-door sports saloon, history; £595.

1935 3½-litre Bentley Park Ward saloon; £545.

1934 Barker drop head coupe, very attractive car; £545.—Jacquier, Ltd., 223-7, Ham-

meram Rd., W.8. Riverside 6677-8. [C2043]

RUSSELL MOTORS LTD., offer;—

1939 Bentley (overdrive) Park Ward saloon, black, beige leather, excellent car.

1937 Bentley by Thrupp &amp; Maberly, black and silver, radio and heater.

1936 Bentley 4½ Vander Pias, heater, engine, £695.

RUSSELL MOTORS (NIGHTSBRIDGE), Ltd., Sloane St., S.W.1. Sloane 6285. [C3060]

ROOKLANDS: individuality.

1953 (Sept.) Bentley Mark VI R-type Countryman

by H. Radford. Immaculate condition.

BENTLEY (Mark VI S.S. saloon.

CONFIDENTIAL terms, guarantee.

103, New Bond St., London, W.1. Mayfair 8351.

H. BEART &amp; Co., Ltd., offer;—

1935 Bentley 3½-litre Park Ward saloon, only two

owners since new, a most elegant example of

this famous model, outstanding value; £465—102,

London Rd., and High St., Kingston-on-Thames. Kingston 3348. [C1031]

K NIGHTSBRIDGE MOTORS, Ltd., offer;—

1947 Bentley Mark VI, fitted with razor-edged 2-

door 4-seater sports lightweight saloon by H. J. Mulliner.

1. Roberts Mews, Lowndes Place, Belgrave Sq., London, S.W.1. Sloane 4086. [C2036]

WOKING MOTORS (Mercedes Distributors).

1952 Mark VI Bentley SS saloon, silver and blue, 10,000 miles genuine; £2,850.

1938 Bentley 4½ H. J. Mulliner sports saloon in excellent condition; £625.—Maybury 1100. [C1001]

BENTLEY 1933 saloon, big boot, privately owned, chauffeur maintained, one owner, low mileage.

CECIL R. KAY, 84, Hampton Lane, Solihull, nr. Birmingham. [C1074]

JACK O'DOLIN &amp; Co. (MOTORS), Ltd., official

Bentley/Rolls-Royce retailers, offer;—

Bentley 4½-litre standard saloon, black, £3,750.

1953 Bentley 4½-litre standard saloon, black/beige hide, one owner; £3,450.

1953 Bentley 4½-litre standard saloon, grey/red hide; £3,450.

1952 Bentley 4½-litre H. J. Mulliner lightweight

saloon black/taupe hide, one owner; £3,530.

1952 Bentley 4½-litre standard saloon, black, £2,950.

1951 Bentley 4½-litre standard saloon, shell grey/red hide; £2,350.

1950 Bentley 4½-litre standard saloon, black and beige; £1,950.

All the above can have been "passed" by our

North London service department.

AUDLEY House, North Audley St., W.1. Mayfair 5242. [C1031]

THOMSON &amp; TAYLOR (BROOKLANDS), Ltd., Port

mouth Rd., Cobham. Tel. Cobham 2808-9, offered

1950 Bentley 4½-litre standard saloon, £1,925.

1936 condition. Bentley history; £595.—Arnold 2246.

1948 Bentley Park Ward standard steel saloon, £1,350.

1948 black/brown, radio, heater; £1,335. [C1028]

1953 (Sept.) Bentley 4½-litre Mulliner saloon, finished in black and silver grey with red uphol-

ster; 21,000 miles, chauffeur driven; £4,025.

JAMES EDWARDS (CHESTER), Ltd., The Northgate, Chester. Tel. 23123. [C2000]

1949 Bentley Mark VII standard steel saloon, £3,000 miles, radio, tyres as new; £1,050.—Salmons Garages, Ltd. Temple Bar 5338. [C4029]

1953 Bentley saloon, R type, black, grey trim, £3,300.—Park Garage (Molesey), Ltd. Tel. Molesey 6199. [C1037]

BENTLEY R type, July, 1953, shell grey, blue interior, 34,000 miles, passed by the makers, just fitted 5 new inner tube tyres, whole car as new, full history available; £3,100. [C1043]

IMPERIAL GARAGES (BLACKPOOL), Ltd., Dickson Rd., Blackpool. Tel. 21594-5. [C1043]

1952 Bentley 4½-litre standard saloon, large boot, 5,000 miles only, one owner, two-colour grey, immaculate condition; £2,950; smaller car exchange.

59, Forty Rd., Wembley. Tel. Wembley 5474. [C1014]

1949 October Bentley Mk. VI saloon, blue with blue interior, radio and heater, very nice condition; £1,495.—Acres Autos, Ltd., 136-138, Streatham Hill, London, S.W.2. Tuise Hill 8511. [C1002A]

## BENTLEY (3½, 4½-litre and New 4½-litre)

1949 (Oct.) Bentley 4½ Mark VI saloon, magnific-

ent leather, chrome waistline, radio, heater.—Howe &amp;

Sons, Ltd., St. George's St., Ipswich. Tel. Ipswich 766-7.

1954 Bootle 4½-litre standard steel saloon (big

boot) with automatic gearbox, Tudor grey, pale blue upholstery, dark blue carpets, one owner; 16,500 miles only; immaculate throughout; serviced only

by Bentley Motors, Crewe; £3,950.

A FALY, Hollingdrake Automobile Co. Ltd., Town Hall Square, Stockport, Cheshire. Tel. Stockport 4464. [C1744]

## BRISTOL

1953 Bristol 401 saloon, black with beige uphol-

stery; £1,550.

1951 Bristol 401 saloon, black with beige uphol-

stery, fitted radio and heater; £1,275.—

UNIVERSITY MOTORS, Ltd., 80, Piccadilly, W.1. Grosvenor 4141.

1949 (model) Bristol Type 400 saloon, black, radio, heater; £885.—Odeon Motors, Ltd., Bar. 1144.

UNIVERSITY MOTORS, Ltd., guaranteed cars always

available; £1,275.—Piccadilly, W.1. Grosvenor 4141.

1952 leather, beige leather, 10,000 miles, one owner; £1,185.

GEORGE NEWMAN &amp; Co. (BRIGHTON), Ltd., 39,

40, Old Steine, Brighton 28102-4. [C1726]

1950 Bristol 401 2-door saloon, in excellent condition, £1,275.—Eustace Wallings, Ltd., 12, Berkeley St., W.1. Mayfair 5951, or 12, Chelsea Manor St., S.W.3. Flaxman 8181. [C1046]

1950 Bristol 401 saloon, engine gear box completely

reconditioned, new battery, complete repair, £1,185.

ARTHUR CHARLES, Ltd., Barnet Garage, Barnet 2111.

1954 Bristol Type 404 sports coupe, heather grey with red trim, one owner, absolutely perfect, 3 months' unconditional guarantee.—For fuller details write or tel. the Bristol distributors—Cedar Service Station, Little Finchley 2777.

401 saloon, 1953, light green, beige upholstery, modifications include remote control gear lever, anti-roll bar, etc., mileage 20,000, maintained regardless, absolutely

immaculate, £2,000, only reason for sale, buying £2,166.

CHARLES CRUCKSHANE MOTORS, The Centre, Bristol, 1, West Country distribution of the Bristol range invite your enquiry; demonstrations promptly arranged; confidential out-of-income facts and part exchanges; constantly changing range of used models available for your selection.—Tel. Bristol 25290. [C1744]

## BUGATTI

GENUINE vintage Bugatti saloon, 35hp, in excep-

tional condition; recently rebuilt; £280.—J. Lemon Burton, Edgware Rd., N.W.3. Gladstone 7677. [C1070/R]

TYPE 50 Bugatti, rebuilt as new to original speci-

fication; £1,000. [C1071]

TYPE 50 Bugatti, rebuilt as new to original speci-

fication; £1,000. [C1072]

TYPE 50 Bugatti, rebuilt as new to original speci-

fication; £1,000. [C1073]

TYPE 50 Bugatti, rebuilt as new to original speci-

fication; £1,000. [C1074]

CADILLAC (April) 1951 4-door saloon, power steer-

ing, 4,000 miles, £1,000. [C1001]

CADILLAC 1950 4-door saloon, radio, heater, whitewall

tyres, 33,000 miles, grey.—Joe Thompson (Motors), Ltd., 91-95, Fulham Rd., South Kensington, S.W.3. Kensington 4855. [C1028]

CAR 1950 1939 sal. engine reconditioned then

overhauled, last year general overhaul costing £500, black, 2 spare wheels. 4, Brunswick Terrace, Cromer, Norfolk.

SUPERB 62 Cadillac 4-door saloon, black, hydrostatic.

S all extras, mechanically faultless, trials gladly given, inspection invited; £1,285; exchanges.—B. Ringling, 46, Warren St., W.1. Euston 3375. [C1083]

CHEVROLET

1950 Chevrolet, sliding roof, radio, heater, new

condition, £1,000. [C1001]

SCOTT CARS, 341-347, Finchley Rd., London, N.W.3.

Tel. Hampstead 7779/8676. [C1016/1]

IMPSON'S MOTORS (WEMBLEY), Ltd., American

car specialists; full list see "American Cars". [C1017]

CHEVROLET 1951 sedan, heaters, covers, etc. 2-ton

colour, immaculate car, thrilling performance uses no oil; £2750, tax year—Enf. 3103. [C1018]

Chevrolet Powerglide convertible, radio, £1,285, including new top, £20,000 miles only.

SCOTT CARS, 341-347, Finchley Rd., London, N.W.3.

Tel. Hampstead 7779/8676. [C1016]

1953 Chevrolet 4-door saloon, 10,000 miles only.

1953 Chevrolet 4-door saloon, grey; £1,150.—Joe Thompson (Motors), Ltd., 91-95, Fulham Rd., South Kensington, S.W.3. Kensington 4855. [C1028]

## CITROEN

1950 Citroen 6, pale blue coachwork. In

standard condition; £750. [C1001]

Citron Light 15, excellent condition; £375.

Citron Light 15, part exchanges.—Premier Motors, 295, Lewisham High St., S.E.13. Lee Green 1051. [C1028]

1950 (Nov.) Citroen Big 6, in excellent condition throughout; this car must be tried to be appreciated. £426. [C1029]

SCOTT CARS, 341-347, Finchley Rd., London, N.W.3.

Tel. Hampstead 7779/8676. [C1016]

CITROEN 1948 4½-litre standard saloon, black, just recellulised.

as maintained in excellent condition, Underside, radio and heater, £400.—Dodgson, Woodgreen, Hatton 226. [C1017]

1949 Citroen 12 f.w.d. sports saloon, super

condition; any trial.—G.P. (Balham), Ltd., 2c, Balham Hill, S.W.12 (100 yds. Clapham South Tube). Tel. 110-110. [C1028]

G. NORMAN &amp; Co., Citroen sole distributor for

the County of London: service, spares and replacement units; fully guaranteed used models at competitive prices always in stock.—50, Vauxhall Bridge Rd., S.W.1. Vic. 2211. [C1028]

Vic. 2211. [C1028]



## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## FORD PREFECT

WOOD &amp; LAMBERT, Ltd., main dealers.

**1955** Prefect saloon, black with red interior, heater, low mileage; £565.**49** Stamford Hill, N.16. (Sta. 3434.)**ALLAN TAYLOR (MOTORS), Ltd., offer:-****1955** (July) Ford Prefect, black, leather upholstery, 6,000 miles; £555.**HIGH St., Wandsworth, S.W.18.** Tel. Vandyke 7222 (10 lines).**1950** Ford Prefect saloon, black, fitted with heater, etc., one owner; £565.**W. HAM, Ltd., 239, Finchley Rd., N.W.3.****1955** Prefect new type saloon, black, red leather, low mileage, as new, heater; £525.**1953** Prefect 4-door saloon, leather, one owner, low mileage, guaranteed; £535; exchanges, terms—Palmers, Russell Gardens Mews, Kensington, W.14. Park 9704 and 5668. (C3034)**1955** (Nov.) Ford Prefect, works mileage; part exchanges, terms.**SCOTT CARS, 341-2, Finchley Rd., London, N.W.3.****1956** Ford Prefect de luxe model, heater, hide upholstery, delivery mileage only, list or near offers.**149, Filling Lane, Chorley, Lancs.****1953** Ford Prefect saloon, in spotless condition; £525.**1955** Ford Prefect, low mileage, heater, radio, as new; £595. —A. Owen (Hendon), Ltd., The Hyde, Hendon, N.W.9. Tel. Colindale 3185. (C3036)**PRIEST & CLARKE, Ltd.—1956 Ford Consul 1,111, High Rd., W.14. Works mileage; £545.****1955** Ford Prefect, heater, hide upholstery, 12,000 miles; £595.**1955** (March) Ford Prefect, green, 7,000 miles, heater, as new; £565. —Dobsons, Ltd., Staines 801.**1955** Prefect 4-door saloon, hide upholstery, very low mileage, just as new; £545.**1953** Ford Prefect, green, one owner; £575; hire purchase and part exchanges, welcomed.**H. Robert & Mills, Church Rd., Ashford, Middlesex.****1955** Ford Prefect, one owner, 5,000 miles, heater, leather, colour green, as new; £575. —L. F. Dove, Ltd., 69, Broadway, Wimbledon, S.W.19. Liberty 3496.**1955** (May) WALTER SCOTT, Ltd., offer: 1955 Prefect, heater, screen washers, low mileage, spotless, one owner; £535. —39, College Cres., Hampstead, N.W.3. (Swiss Cottage Tube). Primrose 5914. (C4006)**1955** Ford Prefect, green, heater, 9,000 miles, high compression, heater, 2" carburetor, special manifold, overdrive and other extras, an extremely interesting car with exceptional performance for road or rally use, maintained as director's personal property; £615. —F. English, Ltd., Langley Rd., Branksome, Bournemouth. Tel. Bournemouth 5850.

## FORD SQUIRE

**1955** Ford Squire estate car, green, fitted heater, 70 miles only; £663. —312, Earls Court Rd., London, S.W.5. (C4056)

## FORD CONSUL

**W** W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621, offers:-**1954** Consul saloon, Winchester black, hide upholstery, heater, mileage 16,000, one owner, excellent condition; £575.**1954** Consul saloon, Canterbury green with beige upholstery, heater, low mileage, one owner, excellent condition; £550.**W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621. (C3042)****A. I. GARAGE, Ltd., offer:-****1955** (April) Ford Consul convertible, 4,500 miles, black, beige interior, £550.**A. I. GARAGE, Ltd., 14-16, Childs Place, Earls Court Rd., S.W.5. Tel. Fremantle 8161. (C2013)****PHILIP RICKARDS, Ltd., offer:-****1955** Ford Consul saloon, black/red, heater, 13,000 miles, part ex-change, deferred terms; —4, Brick St., Park Lane, London, W.1. Tel. Grosvenor 4772-3.**WOOD & LAMBERT, Ltd., main dealers.****1954** Consul saloon, black with red leather and heater, carefully maintained; £525.**49** Stamford Hill, N.16. (Sta. 3434.) (1790)**ALLAN TAYLOR (MOTORS), Ltd., offer:-****1953** Ford Consul, colour fawn, leather upholstery, heater, tax December; £485.**HIGH St., Wandsworth, S.W.18.** Tel. Vandyke 7222 (10 lines).**DAGENHAM MOTORS, Ltd., Ford main dealers.****1955** Consul, fawn, red hide, underseal, extras, 2,200 miles, left-hand drive; £585.**8. Balderton St., W.1. Tel. Hyde 4070.** (C1166)**1955** Ford Consul, black/red, heater, seat covers, low mileage, beautifully maintained; £555.**NAYLOR & ROOT, Ltd., 25, East Hill, Wandsworth, N.W.18 (few minutes Clapham Junction). Tel. 2252.****1955** Consul, black, 10,700 miles only, one owner, as new; £595. —Chain of Ealing, Putney. (C1043)**1954** Ford Consul, 16,000 miles, green saloon, condition perfect, as new; £550. —Apply: Kirby & West, Ltd., Western Boulevard, Leicester.**1955** Ford Consul, black, Dorchester grey, radio, heater and leather upholstery, 11,000 miles; £595.**1953** Ford Consul, fawn, radio, heater, leather upholstery; £515. —312, Earls Court Rd., London, S.W.5. Tel. Grosvenor 4772-3.**1955** £555. Tel. Gladstone 6303. (C2040)**WARWICK WRIGHT, Ltd., offer:-****1954** Ford Zodiac saloon, twin colours, fitted radio, heater, whitewall tyres; £650.**B. J. HUNTER, Ltd., 29, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. (C2040)****1955** Ford Zodiac saloon, black with beige upholstery; £685. Tel. Gladstone 7265. (C2040)**1954** £585. Tel. Gladstone 7265. (C2040)**1954** Ford Consul saloon, black, red leather interior, heater, windtone horns and many extras; £565.**W. J. BROWN, Ltd., Ford distributors for 50 years, 239, Finchley Rd., N.W.3. Tel. Ham 2284.**

## FORD CONSUL

**1955** Ford Consul saloon, black, red leather; £525. Stratstone, Ltd., 40, Berkeley St., W.1. (Mayfair 4404.) (C4022)**1955** Consul October, ivory with green upholstery, 5,900, export, extras fitted, condition new; £560. —N. Roberts, 29, Ferrers Rd., Oweeney Salop. Tel. Oswestry 729. (C1063)**1955** Ford Consul, Bristol fawn, fitted heater, small mileage, one owner, guaranteed; £495. Silverthorne Motors, Ltd., 11, Fitzroy St., W.1. Euston 7811. (C1063)**1955** Ford Consul convertible, black, one owner, 7,000 miles; £575. —Gordon Cars (London) Ltd., Highfield, Golders Green Rd., London, N.W.3. Speedwell 761. (C1023)**PRIDE & CLARKE, Ltd.—1956 Ford Consul 1,100, 150 miles, heater; £589. 1955, heater, 11,000 miles; £569; 1954, low mileage; £529; 1953, heater; £479.** (C4011)**1955** (May) Consul, exceptional car, fitted heater, one owner; terms exchanged; —D. P. Wyatt, Ltd., 31-33 Fortune Green Rd., West Hampstead London, N.W.6. Hampstead 9898. (C4084)**1955** Ford Consul convertible, black, one owner, 7,000 miles; £575. —Gordon Cars (London) Ltd., Highfield, Golders Green Rd., London, N.W.3. Speedwell 761. (C1023)**H. BEART & CO., Ltd., offer:-****1954** (May) Ford Pilot de luxe saloon, heater and radio, low mileage and in excellent condition throughout; £295. —102, London Rd., and High St. Kingston-on-Thames. Kingston 3348. (C1061)**1950** (June) Ford Pilot, radio, heater, seat covers, one owner, in excellent condition, as new; £545; private h.p. terms arranged for part exchange considered. —After 6 p.m., Fairlands 9420. (C1015)**1955** model Zodiac saloon, two-tone fawn, hide throughout, radio, guaranteed; £660. —Campbell Symonds, Wembley 6262. (C1037)**1954** (June) Ford Pilot, blue/grey, radio, heater, seat covers, one owner, in excellent condition, as new; £545; private h.p. terms arranged for part exchange considered. —After 6 p.m., Fairlands 9420. (C1015)**1955** model Zodiac saloon, two-tone fawn, hide throughout, radio, guaranteed; £660. —Campbell Symonds, Wembley 6262. (C1037)**FORD (V.8)****H. BEART & CO., Ltd., offer:-****1954** (May) Ford Pilot de luxe saloon, heater and radio, low mileage and in excellent condition throughout; £295. —102, London Rd., and High St. Kingston-on-Thames. Kingston 3348. (C1061)**1950** (June) Ford Pilot, radio, heater, seat covers, one owner, in excellent condition, as new; £545; private h.p. terms arranged for part exchange considered. —After 6 p.m., Fairlands 9420. (C1015)**1955** model Zodiac saloon, two-tone fawn, hide throughout, radio, guaranteed; £660. —Campbell Symonds, Wembley 6262. (C1037)**1954** (June) Ford Pilot, blue/grey, radio, heater, seat covers, one owner, in excellent condition, as new; £545; private h.p. terms arranged for part exchange considered. —After 6 p.m., Fairlands 9420. (C1015)**1955** model Zodiac saloon, two-tone fawn, hide throughout, radio, guaranteed; £660. —Campbell Symonds, Wembley 6262. (C1037)**FORD CUSTOMS****1949** Ford Customs, perfect condition; £450.**SCOTT CARS, 341-347, Finchley Rd., London, N.W.3.****Tel. Hampstead 7779/8676.** (C4016)

## FORD ZODIAC

**1954** Ford Zodiac saloon, blue and grey, one owner; £575. —GEOGE NEWMAN & Co., 369, Euston Rd., London, N.W.1. Euston 4466. (C1063)**1956** Ford Zodiac, Abbott conversion, estate car, finished in duo grey; £575. —U.S.A. Motors, Ltd., 30, Piccadilly, W.1. Grosvenor 4109.**1954** (June) Zodiac, duo grey, immaculate throughout, radio, guaranteed; £660. —Campbell Symonds, Wembley 6262. (C1037)**1954** (June) Ford Zodiac, blue/grey, radio, heater, seat covers, one owner, in excellent condition, as new; £545; private h.p. terms arranged for part exchange considered. —After 6 p.m., Fairlands 9420. (C1015)**1955** model Zodiac saloon, two-tone fawn, hide throughout, radio, guaranteed; £660. —Campbell Symonds, Wembley 6262. (C1037)**1954** (June) Ford Zodiac, blue/grey, radio, heater, seat covers, one owner, in excellent condition, as new; £545; private h.p. terms arranged for part exchange considered. —After 6 p.m., Fairlands 9420. (C1015)**1955** model Zodiac saloon, two-tone fawn, hide throughout, radio, guaranteed; £660. —Campbell Symonds, Wembley 6262. (C1037)**FORD (V.8)****H. BEART & CO., Ltd., offer:-****1954** (May) Ford Pilot de luxe saloon, heater and radio, low mileage and in excellent condition throughout; £295. —102, London Rd., and High St. Kingston-on-Thames. Kingston 3348. (C1061)**1950** (June) Ford Pilot, radio, heater, seat covers, one owner, in excellent condition, as new; £545; private h.p. terms arranged for part exchange considered. —After 6 p.m., Fairlands 9420. (C1015)**1955** model Zodiac saloon, two-tone fawn, hide throughout, radio, guaranteed; £660. —Campbell Symonds, Wembley 6262. (C1037)**1954** (June) Ford Pilot, blue/grey, radio, heater, seat covers, one owner, in excellent condition, as new; £545; private h.p. terms arranged for part exchange considered. —After 6 p.m., Fairlands 9420. 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## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

- HILLMAN**
- 1947** Hillman Minx 10 saloon, surprising condition: £310.
- 1955** Hillman Minx, little and carefully used: £595.  
—Smith & Hunter, 376, Kensington High St., W.1.  
[C4019]
- SIMPSON'S CARS (WEMBLEY), Ltd., English Car Sales Division, offer:** Hillman Minx £425; 1949 Hillman Minx £150—355, High Rd., Wembley, Middx. Tel. Wembley 4422.
- 1951** Hillman Minx £425; 1949 Hillman Minx £150—355, High Rd., Wembley, Middx. Tel. Wembley 4422.
- 1956** Hillman Minx de luxe saloon, works mileage: £720.
- 1956** Hillman saloon, works mileage: £677.
- 1956** Hillman Californian, works mileage; £677.
- 1955** Hillman Californian, radio, heater, low mileage: £665.—A. Owen (Hendon), Ltd., The Hyde, Hendon, N.W.9. Tel. Colindale 3185.
- 1955** Hillman Minx convertible, fawn, 2,722 miles: £700.
- 1950** Hillman Minx saloon, lawn/red, one owner, excellent condition: £395.—Salmon's Garage, Ltd., Temple Bar 3336.
- 1955** Hillman Mini Mark VIII, heater, in new condition, 8,000 miles: £595.
- S. TOBIN'S CARS, 341-347, Finchley Rd., London, N.W.3.** Hillman Minx 10 saloon, fitted with sun roof, heater, loose covers, one owner: £465.
- W. H. HAM, 2284** Hillman Minx £425.
- 1955** Hillman Minx, special green, 8,000 miles: £595, as new £595.—Acres Antics, Ltd., 10 and 11, Ascot Parade, S.W.4. Tel. Maybury 2211-2.
- PRIDE & CLARKE, Ltd.—1954** Hillman Mark VII saloon, 15,000, radio, heater: £665; 1953 Mark VII saloon, £419.—Stockwell, S.W.2. Brixton 6251.
- 1952** Hillman Minx drop head coupe, green/beige, one owner, part exchanges, some quite unmarked: £445; part exchanges; deferred terms.
- MILHALL SERVICES, 55, South Edward Sq. (near Kensington High St.), London, W.8. Western 2289.** Hillman Minx 10hp 4-door sun saloon: £595.
- 1947** Hillman Minx 10hp 4-door sun saloon, 22,000 miles only, immaculate, taxed: £225; consider part exchange: 14, Bulkington Ave., Worthing 1839.
- MARSH VIII ohv Hillman Minx de luxe saloon, 12,000 only, super condition: £625.—L.M.B. Motors, 142, Malmesbury Park Rd., Bournemouth. Tel. Bournemouth 33267.**
- 1953** Hillman Minx, one owner, low mileage: £485; hire purchase and part exchanges welcomed.—Herbert & Mills, Church Rd., Ashford, Middx. Tel. 2960.
- HILLMAN 14**
- 1940** Hillman 14 de luxe saloon, one owner: £125.—R. F. Pugge, Ltd., Bushy Heath, Herts. Tel. 1685.
- HILLMAN HUSKY**
- WARRIWICK WRIGHT, Ltd., offer:**
- 1954** (October) Hillman Husky double duty, golden sand, red upholstery, 10,000 miles: £525. Another in grey, similar mileage.
- WARRIWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761.** Hillman Husky 150 miles only: £525.
- G & M ALFREDS (1936), Ltd., 150, New Bond St., W.1. Buxton 3266.** Husky 150 miles only: £525.
- PRIDE & CLARKE, Ltd.—1955** Hillman Husky, 4,500 miles only: £519; terms, exchanges: 257, Brixton Hill, S.W.2. Tel. 36608.
- £695** white, 1950, Jack Hulley Utility, due term hire, two tone mileage, as new—Broadway Motors, Hanworth Rd., Hounslow, Middx. Hou. 0175, 92905.
- HOTCHKISS**
- 1938** Hotchkiss Paris-Nice 3½-litre sports saloon, extensive mechanical overhaul, resprayed Caribbean-blue, very fast: £285.—Central Motor Co. (Birmingham), Ltd., John Bright St., Birmingham, 1. Tel. Midland 5938.
- HUDSON**
- 1954** model Hudson Hornet two-tone blue, heater, overdrive, immaculate condition, 20,000 miles.
- INSPECTION** by appointment only.—Doe Bros. (Motors), Ltd., Maldon, Essex. [11671]
- HUMBER**
- BENTALLS, Ltd.**
- 1950** Humber Hawk, black, brown leather, radio, heater: £435.—Kingston-on-Thames, Kingston 1001.
- A. J. GARAGE, Ltd., offer:**
- 1954** Super Snipe, dark green, one owner, 11,000 miles, radio, heater, covers, immaculate: £795.—14-16, Childs Place, Karis Court Rd., S.W.5. Tel. Fremantle 8181.
- TOM GARNER, Ltd., offer:**
- 1951** Humber Pullman Mk. III 7-pass. lim., black, htr.: £1,350.
- 1954** Humber Hawk Mk. VI sun., grey htr., 11,000 miles: £750.
- 1956** Humber Hawk Mk. VI sun., duo grey, overdrive, 3,000 miles, only: £1,075.
- TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7.** [C2020]
- HENDON CENTRAL GARAGE, Ltd., offer:**
- 1954** Humber Hawk saloon, complete with heater and tax, in exceedingly nice condition throughout: £695.
- 1951** Humber Hawk saloon, fitted heater, taxed, very good order throughout: £515.
- 1950** Humber Hawk saloons, in exceedingly good order throughout, each car guaranteed: from £375.
- 1950** Humber Super Snipe saloon, fitted heater, in excellent condition: £375.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8084-5. [C2024]
- 1950** Humber Super Snipe, 1952—Preston (Garages), Ltd., Potter St., Harlow, Potter St., 121. [C2036]
- HUMBER** Pullman limousine (1951), black: £985.—Stratstone, Ltd., 40, Berkeley St., W.1. Mayfair 4464.
- HUMBER**
- 1951** Humber Hawk sun saloon, pastel green, like 1954: £475.
- BERTRAM OWEN, Ltd., Hermitage Lane, Streatham, Tel. 2100.** Humber Hawk saloon, overdrive, heater, radio, 10,000 miles, 1952: £1,273.
- 1955** Humber Hawk saloon, overdrive, heater, radio, 10,000 miles, 1952: £1,273.
- RICOH, Ltd. (Humber purchased), 16, Aldermaston St., Mayfair, London, W.1. Hyde Park 2952-3-4.** Humber Super Snipe, perfect, cannot be repeated: £249.
- SCOTT CARS, 341-347, Finchley Rd., London, N.W.3. Tel. Hampstead 7779, 8676.** Humber Hawk, 7,000 miles, as new, looks like 1956 car: £595.
- SCOTT CARS, 341-347, Finchley Rd., London, N.W.3. Tel. Hampstead 7779, 8676.** Humber Hawk, 7,000 miles, as new, looks like 1956 car: £595.
- 1956** Humber Hawk, 7,000 miles, as new, looks like 1956 car: £595.
- SCOTT CARS, 341-347, Finchley Rd., London, N.W.3. Tel. Hampstead 7779, 8676.** Humber Hawk, 7,000 miles, as new, looks like 1956 car: £595.
- H. E. HENSELY, Ltd.**
- ENGLAND'S Largest Jaguar Distributors.** SELECTION of all models at attractive prices.
- DEVONSHIRE House, Piccadilly, W.1. (Hyde Park 9151.)** Devonshire House, 385, Eaton Rd., N.W.1. (Euston 4444.) DEPOTS at:—
- MANCHESTER** (Blackfriars 7843).
- BRISTOL** (Bristol 21326).
- BOURNEMOUTH** (Bournemouth 6314).
- NORTHAMPTON** (Northampton 907).
- CAMBERLEY** (Camberley 77).
- HOUNSLAW** (Hounslow 3454).
- FINCHLEY** (Finchley 0261).
- GREAT WEST RD.** (Ealing 3477). Official Jaguar Service Station.
- CAMDEN TOWN SERVICE STATION** (Gulliver A141).
- HENLYS, Ltd.**, England's Leading Motor Agents. [C1017/R] COMPTON & FULLER, Ltd., offer:—
- 1953** Jaguar Mk. VII, grey, radio, one owner, superb motor car: £775.—Oulton Parade, Epsom, Eng. Beckenham 3570.
- WORKING MOTORS** (Mercedes distributors).
- JAGUAR**
- 1953** Jaguar Mk. VII, grey, radio, one owner, superb motor car: £775.—Oulton Parade, Epsom, Eng. Beckenham 3570.
- 1953** Jaguar Mark VII saloon, beige/red leather, radio, heater, one owner, 28,000 miles, in immaculate condition: £795.—Maybury Hill Garage, Woking 4276.
- COOMBS & SONS (GUILDFORD), Ltd., offer:**
- 1954** Jaguar Mark VII saloon (Nov. '53 registration), black/brown upholst., heater, wing mirrors, etc., special electrically operated windows to all doors at extra cost of £150. 36,000 miles, in really good cond.: £925.
- VERY late 1952** Jaguar Mark VII saloon, black/red upholst., radio, Michelin X tyres, heater, etc., 26,000 miles, one owner car: £225.
- VERY** (Jan.) 1953 Jaguar Mark VII saloon, two-tone grey with red waistline, Michelin X tyres, heater, loose covers, etc., 30,000 miles, one owner car, first-class order: £955.
- 1954** Jaguar Mark VII saloon, black with tan upholst., one owner: £750.
- 1953** (Sep.) 1953 Jaguar Mark VII saloon, lavender grey with tan upholst.: £775.
- 1954** Mark VII saloon, black with red upholst., one owner, "M" type modifications: £965.
- 1954** Mark VII saloon, B.R. green with red upholst., one owner, overdrive and wireless: £980.
- 1955** Mark VII saloon, black with red upholst., one owner: £1,250.
- A. & B. MOTORS (NEWTON-LE-WILLOWS), Ltd., Mill Lane, Newton-le-Willows. Tel. 3781-2/3/4.** [C1716]
- B. PARTS OF KINGSTON**, Jaguar specialists, sales, spares, repairs.—102, London Rd., Kingston. Tel. Kins 3548.
- 1952** Jaguar Mk. VII, suede green, radio, heater, etc., in superb condition, mechanical condition excellent: £750.—Tel. Day 49797.
- 1947** Jaguar Mk. VII, outstanding condition: £775. 375 or terms.—Capital Motors, Horsey, N.H. Mountview 3451.
- 1949** (late) Jaguar Pullman limousine just completely re-built and not yet used, whole car in splendid condition: £499.—Tel. Woking 4735 or 3335.
- 1947** Jaguar 1½-litre, extra equipment saloon, one owner, black and brown: £390.—Beardmore, 26, Queensway, W.S. Baywater 0136.
- 1954** Jaguar Mk. VII, radio, heater, all extras: £945; phone for appointment.—Mr. A. H. Croker, Seven Kings 7220.
- 1954** 1½-litre 1946, special equipment, black, brown leather, immaculate: £430.—Johnson Brown, 268-270, High St., Bromley, Ravensbourne 0841-2.
- 1955** Jaguar Mark VII M type saloon with overdrive, black/red upholst., Michelin X tyres, dark covers and radio, one owner, 7,000 miles only: £1,275.
- ALEXANDER ENGINEERING Co., Ltd., Haddenham, Bucks.** Tel. 345.
- 1954** (Nov.) Jaguar M type, one owner, 11,000 miles, pastel green/suede green, overdrive, radio, identical in specification to car available in condition, can also buy second £600; £1,175.
- J. DAVY, Ltd., 180-4, Kennington High St., W.8. West End 7181.**
- 1955** Series Mark VII M saloon, overdrive, 11½ and red, one owner, 5,000 miles guaranteed: £1,250.—Davies Motors, 273 London Rd., Staines. Tel. 4211-5.
- 1951** Mark V Jaguar saloon, grey, basically same as 1950, 11,000 miles: £1,075.
- 1951** maintained car throughout: £655.—Cola Glass, 13-14, Castle Parade, Ewell 2393.
- JEEP**
- JEPPS**, private or commercial, all spares.—F.W.D. Motors, Ltd. (late Wick Autos), 15, St. John's Rd., Hampton Wick, Kingston 4718/4348. [C1020/R]
- £120** buys a special bargain.—See Metamec, famous N.W.3. Hampstead 8231.
- UNIVERSAL CAR DISTRIBUTORS (LONDON)** (0271/R) 1000 spares, spare parts, radio, etc.; 1955 illustrated assembly guide and parts catalogues; 1½-litre largest stocks, lowest prices; catalogues, engine, gear box, clutch, etc.; noted for all American spares.—331-333, High Rd., Chiswick, London, W.4. Chiswick 1919/6830. [C0635/R]

## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## JENSEN

ALEXANDER, the Jensen specialists.

**BUY** your new or used Jensen from specialists intimately connected with the company since 1936. **541**, now for best delivery. **INTERCEPTOR** 1956 saloon and convertible for immediate delivery.

**INTERCEPTOR** 1953 drop head coupe, black, brown leather, overdrive, one owner, exceptional car; £1,125.

**INTERCEPTOR** 1953 saloon, one owner, excellent condition; £885.

**ALEXANDER ENGINEERING Co., Ltd.** (Managing Director Michael Christie), Haddenham, near Aylesbury, Bucks. Tel. 345-6.

**BROOKLANDS**, wholesale and retail.

**1956** series Jensen Interceptor saloon de luxe for delivery. **Jensen** 541 saloon for demonstrations.

**BUY** or sell with confidence; part exchange.

**103**, New Bond St., London, W.1. Mayfair 8351. [C1029]

## JOWETT

**SIMPSON'S MOTORS (WEMBLEY)**, Ltd., English car sales division, offer:-

**1953** Javelin 3-litre, 355 High Rd., Wembley, Middlesex. Tel. Wembley 4245—355. High Rd. [C1013]

**1950** Javelin P.B. de luxe model, excellent condition, taxed year, bargain; £365; terms—West London Motors, 205/9 Fulham Palace Rd., W.6. Fulham 0068.

**1953** July Javelin de luxe saloon, £365; terms—Gibson's Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. Highcliffe 2275. [1434]

**JOWETT** Jupiter special fixed head coupe by Abbotts of Farnham, radio, heater, new set of whitewall tyres (1954 show model); grey; £650.—**For Thomas (Motors) Ltd.**, 91-95 Fulham Rd., South Kensington, S.W.3. Kensington 4358. [C4028]

## LAGONDA

**BROOKLANDS**: Wholesale and retail.

**NEW** Lagonda 3-litre saloon and d.h. coupe.

**1954** Lagonda 3-litre Tickford saloon, 9,000 miles.

**1953** (Nov.) Lagonda 2.6-lt. d.h. coupe, radio.

**BUY** or sell with confidence; part exchange.

**103**, New Bond St., London, W.1. Mayfair 8351. [C1029]

**DAVIES MOTORS**, Ltd. (Managing Director, J. E. Davies, 20 years' service manager to Lagonda, Ltd.).

**ENQUIRIES** invited for available used cars.

**273**, London Rd., Staines. Tel. 4211-5. [C1020]

**1954** Lagonda 3-litre Tickford saloon, duo gear, superb condition, four gear change, London—Box 8615. [C1022]

**Lanchester Cars Wanted**  
DISABLED driver requires 1951 Lanchester 10.—  
Miss Dilwyn, Castle-upon-Alum, Bridgend, Gwent.

## LANCIA

**1951** model Aurelia pillarless saloon, colour grey; £975.—**Joe Thompson (Motors)**, Ltd., 91-95 Fulham Rd., South Kensington, S.W.3. Kensington 4358.

**MOSS (CAMBRIDGE)**, Ltd., Lancia distributors. Usually have one or more similar mileage cars for sale; Gran Turismo and Saloon available for demonstration.—146, Hills Rd., Cambridge. Tel. 87519.

## LEA-FRANCIS

**1950** 2½-litre Lea-Francis sports 2/4-seater, over 100 mph, 26-28 m.p.g., black, red leather, heater, demister, screenwash, H.M.V. radio, flame-throated foglamp, chrome luggage grid, etc.; £520 o.n.o.—Leach, 5, First Avenue, Trimley, Ipswich. [1707]

## LINCOLN

**ON** all matters of sales, spare parts, repairs and services, consult us, the sole concessionaires in the U.K.—**Lincoln** Co., Ltd., Great West Rd., Brentford. Tel. Ealing 4506-9. [C1047/R]

## MERCEDES-BENZ

**BROOKLANDS**, wholesale and retail.

**NEW** Mercedes 300 SL sports coupe and 220 saloon de luxe for immediate delivery.

**1954** Mercedes Cabriolet D de luxe, radio.

**CARS** purchased for cash; guarantees.

**103**, New Bond St., London, W.1. Mayfair 8351. [C1029]

**WOKING MOTORS**, distributors, Surrey, Sussex.

**1955** 220A Mercedes saloon, Servo brakes, 5,000 miles only, maroon; £1,825.

**1954** 180 Mercedes saloon, blue, 12,000 miles, as new.

**1955** finish, leather; cost £3,000, £2,550.—**Woking Motors** (Maybury Hill), Ltd., Woking 4277-8. [C1057]

**1954** 170 Diesel, 20,000 miles, as new.—**Mansfield Motors**, Ltd., 48, Fitzroy St., London, W.1. Euston 2397. [C1051]

## MERCURY

**ON** all matters of sales, spare parts, repairs and services, consult us, the sole concessionaires in the U.K.—**Lincoln Cars**, Ltd., Great West Rd., Brentford. Tel. Ealing 4506-9. [C1047/R]

## M.G.

**C.M.I. CAR SALES** offer:-  
**1954** (late) M.G. Magnette, black, one owner, 18,000 miles; £775.

**THREE** months' guarantee; terms; list on application. —**Swiss Cottage, Finchley Rd., N.W.3.** [C1051]

**A. FREEMAN, Ltd.** offer:-

**1955-6** M.G. Magnette, radio, heater, small mile-

**GROSVENOR GARAGE**, Burnage Lane, Manchester, 19. Tel. Rusholme 2874-5. [1634]

**1952** condition; £885; h.p. part exchanges.

Premier Motors, 285, Lewisham High St., S.E.13. Lee Green 1051. [C3083]

## M.G.

**B. J. HUNTER, Ltd.** offer:-

**1955** M.G. Magnette saloon, very attractive car, in maroon; £795.

**B. J. HUNTER, Ltd.** 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040]

**CLANFIELD LAWRENCE** offer:-

**1954** (October) M.G. Magnette saloon, in metallic green, with beige leather interior, originally supplied by M.G. Distributor unmarked; £785.—407, High Rd., N.12. Finchley 0091. [C2053]

**WARWICK WRIGHT, Ltd.** offer:-

**1954** M.G. Magnette saloon, grey, grey upholstery.

**1955** heater, 13,000 miles; £645.

**W. MAYFAIR** 9761. [C2045]

**COMPTON & FULLER, Ltd.** offer:-

**1952** M.G. 1½-litre, green, new engine, one owner.

**IMPROVED** car and as new; £515.—Odomen Parade, Elmers End, Beckenham. Tel. 3570. [C1110]

**H-POWER** twin carburetor conversions give amazingly improved performance.

**HIGH** ratio rear axles now available for the new model.

**LEXANDER ENGINEERING Co., Ltd.**, Haddenham, Bucks. Tel. 345. [C1094]

**UNIVERSITY MOTORS** Ltd., guaranteed cars always available.—80, Piccadilly, W.1. Grosvenor 4141.

**BEATS OF KINGSTON, M.G.** specialists; sales, repairs.—102, London Rd., Kingston. [C1061]

**W. MAYFAIR** 9761. [C2045]

## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## RACING CARS

**C**OOPER'S GARAGE (SURREY), Ltd., of Surbiton (Tel. Elmbridge 3346) are the sole concessionaires for the southern half of Great Britain of the 500cc Formula 3 Cooper-Jaguar and Cooper 1100cc sports cars.

## RAILTON

**1946** Railton 8-cylinder, 6-head by Harold Radford, bills for £590 spent last year, superb car, offered at £345, terms, exchanges.—C.N.E. Motors, 353 Hampstead Rd., N.W.3. Hampstead 5712. [C1052]

## RENAULT

**R**ENAULT cars, spare parts, repairs and service.—Renault, Ltd., Western Ave., Acton, W.3. Acorn 4656. [C1021/R] **1939** '40 Renault 6-cylinder coupe, first registered 1939 '46, in very nice condition; £295.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8.

## RILEY

**H**EART & Co., Ltd., offer:—

**1954** Riley 1½-litre saloons, choice of 2 excellent examples of these fine models.—102, London Rd. and High St., Kingston-on-Thames. Kingston 3548. [C1061]

**HENDON CENTRAL GARAGE**, Ltd., offer:—

**1950** Riley 2½-litre saloon, fitted radio, heater, requires little attention; going at bargain price; £275.

**1947** Riley 1½-litre saloon, fitted radio, heater, in nice order throughout; £375.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 3084-5. [C2036] **1953** Riley 1½-litre, 2 owners, 22,000 miles, green, green hide, a really outstanding example; £695.

**J**DAVY, Ltd., 180-4, Kensington High St., W.8. Western 7181. [C1069]

**1948** Riley 2½-litre, 31,000 miles, fitted with heater, good condition; £375.—D. Morris, Esq., Mrs. Morris, 46, Penrhyn Bay, N. Wales. [C1070] **£330** 1937 1½-litre saloon, written guarantee; £110 deposit, exchanges.—Searle, Ltd., 25, Church St., Hampton. Molesey 2142-5.

**1953** Riley R.M.F. 2½-litre saloon, black, (model) Riley 2½-litre, radio and heater, one owner, specimen car; £695.

**1950** Riley 1½-litre saloon, black, beige leather, perfect; £250.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. The Hinchliffe 2275.

**1952** Riley 2½-litre saloon, black/red, one owner, 2½ radio and heater, first-class condition; £625.—Dobsons, Ltd., Riley Agents, Staines 801. [C1074]

**2½** Riley black saloon, 1946, covers one owner, good condition throughout, trials welcomed; £355, exchanges.—Riley, 42, Warren Rd., W.7. Euston 755. [C1075]

**A**LLOW the official Riley dealers for the latest parts; new low-mileage models in stock. Write Coventry Motor Mart, Ltd., London Rd., or Tel. 2146-7. [C046/R]

**Riley Cars Wanted**

**1950** 51 1½ drop head coupe of Abbott/Tickford Healey, cash.—Gladsone 8956 (London). [C1335]

**ROLLS-ROYCE**

**R**IPPON, RIPPON.

**R**IPPON BROS., Ltd.

**T**HE Northern Bentley and Rolls-Royce specialists. Always have a good selection of used Bentley and Rolls-Royce cars in stock.

**W**RITE, call or telephone.

**R**IPPON BROS., Ltd., Huddersfield 7070 (10 lines); also at Eeds, Bradford, Sheffield.

**L**BENTALLS, Ltd. [C1050/R]

**1939** Rolls-Royce Wraith Park Ward owner-driver saloon, black, beige upholstery, radio, heater; £1,195.—Kingston-on-Thames. Kingston 1001. [C1093]

**H**. R. OWEN, Ltd.

**F**ROM our large and comprehensive stock we have chosen the following cars as examples:—

**1955** Silver Dawn sports saloon by James Young, finished in 2 shades of metallic bronze with brown hide upholstery, 10,000 miles, one owner, immaculate condition.

**1949** Mulliner, finished in black with beige hide upholstery, 49,000 miles, registered September, left-hand drive, excellent condition throughout.

**WE** are interested in the purchase of Rolls-Royce cars and invite communications from owners who have such vehicles for disposal.

**H**. R. OWEN, Ltd., 17, Berkeley St., London, W.1. Mayfair 9069. [C3032]

**P**B. Ltd., offer:—

**1935** 20/25 Freestone & Webb semi razor edge sports saloon with division, an exceptionally good example.

**1935** 20/25 Connaught foursome drop head coupe, in superb condition.

**1933** 20/25 H. J. Mulliner saloon with division, in very good order.

**PADDON BROS.**, 60, Cheval Place, South Kensington, S.W.7. Tel. Ken 9477/7476. [C3033]

**JACQUIER**, Ltd., offer:—

**1939** (registered February) C.P. Series Gurney Nutting PIII car, most exceptionally attractive car, must be seen; £725.

**1936** Gurney Nutting owner-driver saloon, with drop division, excellent history; £625.

**1935** 20/25 Windover owner-driver saloon; £545.

**1933** Limousine, face forward; £265.

**1933** Thrupp & Maberly owner-driver saloon, recent engine overhaul; £495. 20hp saloon, believed only done genuine 1923 150,000, really exceptional for its age; £150.

**S**EVERAL others in stock.—Jacquier, Ltd., 225-7, S. Hammersmith Rd., W.6. Riverside 6677-8. [C2045]

**R**USSELL MOTORS offer:—

**ROLLS-ROYCE**, late 1934, by Hooper, black, mechanically excellent; £465.

**U**SELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Sloane 9286. [C5060]

## RACING CARS

**C**OOPER'S GARAGE (SURREY), Ltd., of Surbiton (Tel. Elmbridge 3346) are the sole concessionaires for the southern half of Great Britain of the 500cc Formula 3 Cooper-Jaguar and Cooper 1100cc sports cars.

## RAILTON

**1946** Railton 8-cylinder, 6-head by Harold Radford, bills for £590 spent last year, superb car, offered at £345, terms, exchanges.—C.N.E. Motors, 353 Hampstead Rd., N.W.3. Hampstead 5712. [C1052]

## RENAULT

**R**ENAULT cars, spare parts, repairs and service.—Renault, Ltd., Western Ave., Acton, W.3. Acorn 4656. [C1021/R] **1939** '40 Renault 6-cylinder coupe, first registered 1939 '46, in very nice condition; £295.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8.

## RILEY

**R**ILEY & CO., Ltd., offer:—

**1954** Riley 1½-litre saloons, choice of 2 excellent examples of these fine models.—102, London Rd. and High St., Kingston-on-Thames. Kingston 3548. [C1061]

**H**EART & Co., Ltd., offer:—

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## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## STANDARD 8

**PRIDE & CLARKE**, Ltd.—1955 Standard 8 saloon, 8,000 miles, £399.—Stockwell Rd., S.W.9. Brixton 6251.  
**1939** Standard 8 2-door saloon, brown and cream, throughout, £165.—King Motors, 1, High St., Hounslow. Tel. 352-1100.  
**1939** Standard 8hp saloon, engine overhauled, body and tyres very good, 40mpg., reliable, body and mechanical car, £98 or £49 deposit and 21/7 a week for 12 months.—Apply Heathfield Garage, Heathfield Rd., S.W.18. [1556]

## STANDARD 10

**BENTALLS**, Ltd.—  
**1955** Standard 10 de luxe saloon, 2-ton black and grey, red upholstery, heater, Ace Rimbleshers, spot lamps, wind screen washers, etc., £570.—Kingsgate-on-Thames, Kingston 1001.

**RUSSELL MOTORS** offer:—

**1955** Standard 10, grey, leather, heater, 11,000 miles, £510.

**RUSSELL MOTORS (KNIGHTSBRIDGE)**, Ltd., 42, Sloane St., S.W.1. Sloane 9288. [C1060]

**CMI CAR SALES** (Plt. 6263), offer:—

**1955** Standard 10, grey, blue upholstery, 4,000 miles, one owner, taxed, as new, £535.

**THREE months' guarantee: terms: list on application.**

**Swiss Cottage, Finchley Rd., N.W.3.** [C1051]

**CHAM MOTOR & ENGINEERING Co., Ltd.**, offer:—

**1954** Standard 10 saloon, blue, one owner, screen washer, heater, wing mirrors, a splendid, fast and economical car, £490.—Ewell Rd., Cheam, Surrey, 01253.

**PRIDE & CLARKE**, Ltd.—1955 Standard 10 saloon, 11,000 miles, £469.—Stockwell Rd., S.W.9. Brixton 6251.

**1955** Standard 10hp, 6,800 miles, radio, heater, sun visor, Ace discs, £585.—The Shore, Bolton-le-Sands, Morecambe, Lancashire. [1474]

**1955** Standard Super 10 saloon, 1952, in blue with blue upholstery, one owner, 1,700 miles only, fitted wing mirrors, cost over £650 new; genuine bargain at £345.—Hillwood Motors, Mill Hill (London) 4232.

**R.A.C. Rally winning conversion**, as used by R. entered cars and fully works approved, now available on 8s and 10s; stock of new and used cars with or without conversion usually available; send for date, demonstrations, h.p. terms, part exchange.

**1955** Standard 10 de luxe saloon, black/red conversion, tubless tyres, Alexander Hi-Power conversion, works mileage only; £295.

**1955** Standard 10 saloon, black and red, 6,000 miles only, as new; £495.

**ALEXANDER ENGINEERING Co., Ltd.**, Haddenham, Bucks. Tel. 345.

## STANDARD 12

**1948** Standard 12 drop head coupe, engine rebuilt, bodywork excellent; £265.—Tel. Hol. 3527 during office hours.

**1955** Standard 12 utility, grey, regularly serviced, 1958, 8,000 miles, £365.

**S** roomy body, privately owned, good holiday car, taxed; first offer over £100.—Gray, Tillies Cottage, Forest Green, Dorking, Surrey. [1672]

## STANDARD VANGUARD

**RUSSELL MOTORS** offer:—

**PHASE II Vanguard Estate** Car, late '53, grey, radio and heater, other extras £585.

**RUSSELL MOTORS (KNIGHTSBRIDGE)**, Ltd., 42, Sloane St., S.W.1. Sloane 9288. [C1060]

**B. J. HUNTER**, Ltd., offer:—

**1954** series Vanguard Phase II saloon, fitted radio, heater, unmarked; £265.

**B**-N.W.2. Tel. Chigwellwood 6303. [C2040]

**H. BEART & Co., Ltd.**, offer:—

**1952** (September) Standard Vanguard de luxe saloon, fitted radio and heater, low mileage, and in beautiful condition throughout; £395.—London Rd. and High St., Kingston-on-Thames, Kingston 3248.

**GUY SALMON AUTOMOBILES** offer:—

**1953** Standard Vanguard, black, red leather, radio, heater, 26,000 miles, one owner; £435.—Portsmouth Rd., Thames Ditton, Emberbrook 5551-2-5.

**A CLAND & TABOR**, Ltd., Welwyn By-Pass, Herts, A Welwyn 481/2/3, offer:—

**1950** Standard Vanguard Estate car, finished 51, nearly new, main engine recently fitted, excellent condition throughout; £350; maximum H.P. terms available.

**1955** (Aug.) Vanguard diesel saloon, black/red, overdrive, 9,000 miles; cost £1,100; £755.

**LEWIS NEW CARS (GARAGES)**, Ltd., Gamlingay. Tel. A Gamlingay 226.

**1952** Vanguard, one owner, reconditioned black leather, heater; £475.—Campbell Symonds, Wembley 6263. [C1057]

**1951** Standard Vanguard; £375.—Parsons & Parsons (Garages), Ltd., Potter St., Barlow Poter St. 121. [C1056]

**1955** Vanguard saloon, extra extra, 3,000 miles, cost £1,000 new.—Mansfield Auto. Ltd., 48 St., London W.1. Euston 2587.

**1955** (July) "London Phase II" saloon, 1950 miles only, Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Belgrave 3721.

**1952** Vanguard, one owner, reconditioned black leather, heater; £475.—Campbell Symonds, Wembley 6263. [C1057]

**1951** Standard Vanguard; £375.—Parsons & Parsons (Garages), Ltd., Potter St., Barlow Poter St. 121. [C1056]

**1955** Vanguard saloon, extra extra, 3,000 miles, cost £1,000 new.—Mansfield Auto. Ltd., 48 St., London W.1. Euston 2587.

**1955** (July) "London Phase II" saloon, 1950 miles only, Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Belgrave 3721.

**1950** Standard Vanguard, black, good condition; £355.—R. S. Mead (Sales) Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 5451-2. [C1056]

**1951** Vanguard, heater, radio, comet blue, immaculate, guaranteed; £395.—Campbell Symonds, Perivale 4456. [C1037]

**1952** Vanguard saloon, one owner, black, leather heater, carefully used, in excellent condition; £425.—Leyton Garages, Leyton, E.10. [C1056]

**1952** Standard Vanguard, black, good condition; £355.—R. S. Mead (Sales) Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 5451-2. [C1056]

**1951** (July) Standard Vanguard saloon, 27,927 miles, black/red leather, heater, radio, a genuine low-mileage popular car at an attractive figure; £340.

**J. DAVY**, Ltd., 180/4, Kennington High St., W.8. [C1069]

**1951** Vanguard saloon, black, heater, excellent condition; £365; exchanges, terms.—Palmer's, 3, Russell Gardens Mews, Kensington, W.14. Park 9704 and 5968. [C1034]

## STUDEBAKER

**1952** Studebaker, heater, perfect condition.

**SCOTT CARS**, 341-347, Finchley Rd., London, N.W.3. Tel. Hampstead 7779/8676. [C4016]

**1952** Studebaker Champion saloon, radio and heater, overdrive, £2000 miles.—Below.

**TUDEBARD**, 20/1 r.h.d. convertible, radio and heater, overdrive, £2000 miles; colour: £725.—Joe Thompson (Motors), Ltd., 91-95, Fulham Rd., South Kensington, S.W.3. Kensington 4858. [C4028]

## SUNBEAM TALBOT

**1954** (Nov.) Sunbeam Mk. III saloon, metallic grey, overdrive, heater, rev. counter, loose covers, 18,000 miles, one owner, immaculate condition; £995.—Tel. Pot. 4958. [1322]

**SUNBEAM-TALBOT**

**SIMPSON'S MOTORS (WEMBLEY)**, Ltd., English Car Sales Division, offer:—

**1951** Sunbeam-Talbot 90; £475—355, High Rd., Wembley, Middx. Tel. Wembley 4422. [C4015]

**1952** throughput; £475.—Below.

**TUDEBARD**, 20/1 r.h.d. convertible, radio and heater, overdrive, £2000 miles; colour: £725.—Joe Thompson (Motors), Ltd., 91-95, Fulham Rd., South Kensington, S.W.3. Kensington 4858. [C4028]

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**SUNBEAM-TALBOT**

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**1951** Sunbeam-Talbot 90; £475—355, High Rd., Wembley, Middx. Tel. Wembley 4422. [C4015]

**1952** Sunbeam-Talbot Wyvern, one owner, heater, immaculate, gain; £515.

**SCOTT CARS**, 341-347, Finchley Rd., London, N.W.3. Tel. Hampstead 7779/8676. [C4016]

**1953** Sunbeam-Talbot Wyvern, radio, heater and many extras, completely overhauled and guaranteed; £575.—Campbell Symonds, Perivale 4456. [C1037]

**1953** Sunbeam-Talbot Wyvern, colour blue, fitted 1951 radio, heater, £475.—John Whaley, Ltd., 182, London Rd., Streatham, S.W.16. Tel. 2960. [C2035]

**1952** Sunbeam-Talbot Wyvern, one owner, low mileage; £475; hire purchase and part exchanges welcome.—Herbert & Mills, Church Rd., Middx. Tel. 2960. [C1017]

## VAUXHALL 10

**1947** Vauxhall 10, fitted new engine; £295.—Kirke Sydenham 6129. [C2068]

## VAUXHALL 14

**1939** Vauxhall 14hp J-type saloon, very exceptional car; £235.—Tulse Hill Motors, Ltd., 26, Tulse Hill, Brixton, S.W.2. Tel. Tulse Hill 7106. [C4071]

## VAUXHALL WYVERN

**SIMPSON'S MOTORS (WEMBLEY)**, Ltd., English Car Sales Division, offer:—

**1952** Vauxhall Wyvern, one owner, heater; £450.—55, High Rd., Wembley, Middx. Tel. Wembley 4422. [C4015]

**1953** Vauxhall Wyvern, heater, immaculate, gain; £515.

**SCOTT CARS**, 341-347, Finchley Rd., London, N.W.3. Tel. Hampstead 7779/8676. [C4016]

**1953** Vauxhall Wyvern, radio, heater and many extras, completely overhauled and guaranteed; £575.—Campbell Symonds, Perivale 4456. [C1037]

**1953** Vauxhall Wyvern, colour blue, fitted 1951 radio, heater, £475.—John Whaley, Ltd., 182, London Rd., Streatham, S.W.16. Tel. 2960. [C2035]

**1952** Vauxhall Wyvern 1949-50 Special, due to come £375, finish, tip-top mechanically, very smart, many others.—Bennymotors, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. (50 yds Holland Park Tube.) [C1017]

## VAUXHALL VELOX

**SIMPSON'S MOTORS (WEMBLEY)**, Ltd., English Car Sales Division, offer:—

**1952** (Gate) Vauxhall Velox, one owner, heater; £425—355, High Rd., Wembley, Middx. Tel. Wembley 4422. [C4015]

**1954** Vauxhall Velox, grey, red upholstery, heater, one owner, 12,000 miles; £695. [C1037]

**LEXANDER & ADAMS ENGINEERING CO., Ltd.**, Haddenham, A Bucks. Tel. 3491. [C1094]

**A CLAND & TABOR**, Ltd., Welwyn By-Pass, Herts, A Welwyn 481-2-3, offer:—

**1951** Vauxhall Velox saloon, finished green, brakes refitted, immaculate condition throughout; £395, maximum h.p. terms available.

**VAUXHALL Velox Saloon**, 1953, grey with red upholstery, fitted with heater, one owner; £495.—Orford, Welbeck 6899. [1755]

**1954** Velox, choice of 3 one-owner cars, all guaranteed for 3 months; from £375.—Campbell Symonds, Wembley 6262. [C1037]

**1951** Vauxhall Velox saloon, excellent condition throughout; £365.—Perivale 7366. [C1017]

**G & M ALFRED** (1936), Ltd.—1956 Vauxhall Velox. [C1017]

**G & M VELOX**, negligible (1936), Ltd.—1956 Vauxhall Velox, 12,000 miles, one owner, radio, heater; £485, or £450, or £425. [C1005]

**1953** (November) Vauxhall Velox, black/white, 8,000 miles, heater and foglamp, exceptional value; £550.—Dobsons, Ltd., Staines 601. [C1074]

**PRIDE & CLARKE**, Ltd.—1954 Vauxhall Velox saloon, heater, one owner, £539; 1953, heater, one owner, £499; 1951, radio, £359.—Stockwell Rd., S.W.9. Brixton 6251. [C3068]

## VAUXHALL CRESTA

**1955** (July) Vauxhall Cresta, 12,000 miles, one owner; £750 o.n.o.—Ashford, Mx. 2084. [C1741]

**1955** Vauxhall Cresta, grey and white, unblemished, one owner, radio, guaranteed; £750.—Campbell Symonds, Wembley 6262. [C1037/1]

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**1947** green Standard, loose covers; £235.

**1947** grey Standard, excellent order throughout; £232.

**1947** pick-up, 15swt (unregistered demonstrator); £630.

**1955** Polar Silver, available shortly, small mileage; £715. [C1043]

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**Volkswagen** de luxe saloon, finished black, one owner, 3,000 miles only, as new throughout; £275, maximum h.p. terms available. [C1001]

**1953** Volkswagen de luxe saloon, green coachwork and chassis; £235.—R. F. Fugle, Ltd., Bishop's Stortford, Herts. Tel. Bishop's Stortford 2277.

**JOHNSON & BROWN** offer new Volkswagen de luxe saloons, stock, choice of colour.—288-270, High St., Bromley. [C2073]

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**Davies Motors**, Ltd., 273, London Rd., Staines. Tel. 4211-5. [C1080]

**1954** de luxe sun roof saloon, one owner, taxed, guaranteed, exceptional throughout; £615.—

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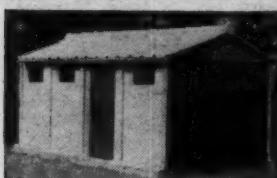
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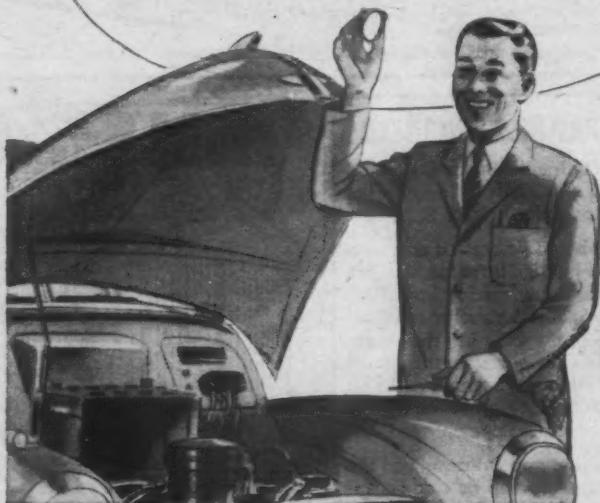
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